AUTO EXPRESS

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25 STARS FOR 2025

Ultimate guide to the hottest metal coming this year

DRIVEN NEW BMW 3 SERIES

"Sleek saloon back at its best" ★★★★★

SCOOP REBORN ID.3

Major update for Volkswagen's EV hatch

EXCLUSIVE IMAGES

TESTED MINI vs ALFA

Aceman meets Junior in baby SUV face-off

DRIVEN FORD CAPRI

Reinvented icon reviewed on home roads

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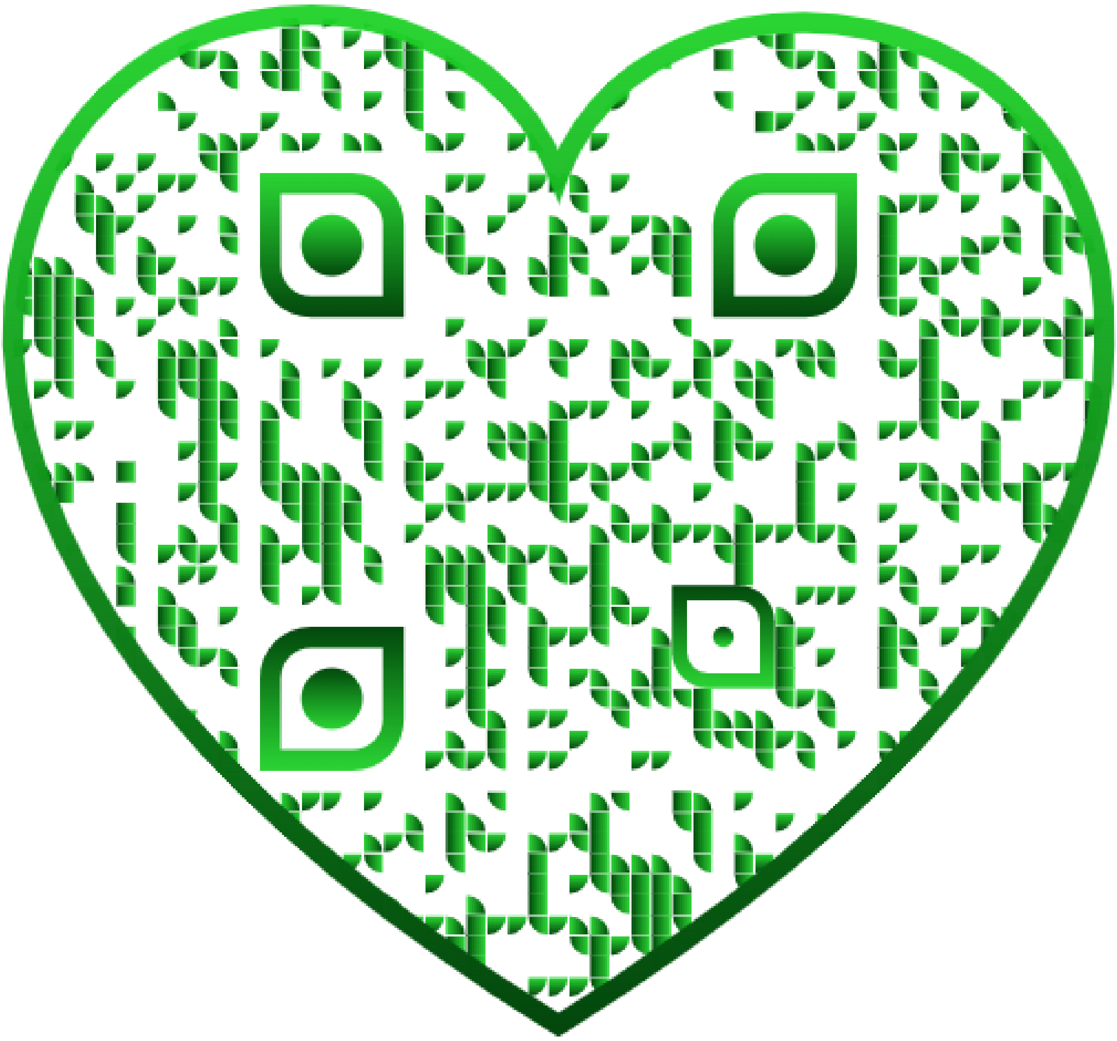
DRIVEN POLESTAR 4 ● **FEATURE** OUR '25 WISH LIST ● **TECH** POLICE TEST AI CAMERAS



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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

AEX WELCOME to 2025, which is going to be another fascinating, transitional and controversial year.

Giving 10 members of our team carte blanche to pick out their motoring wish for 2025 neatly illustrates that, with the wide range of topics covered including a predictable focus on different powertrains and the move towards electrification, through to design trends and the new tax threat to the pick-up market. No matter where you look in the motoring world, there's something going on.

I also wonder if 2025 is the year that road user charging finally takes a big step towards reality. With the switch to electric taking ever-increasing chunks out of fuel duty revenues, at some point a government will have to decide what comes next. Petrol cars will be on the road for many, many years to come, but every EV sold is one fewer visiting petrol stations and pumping money into Treasury coffers. Road user charging has a number of hefty issues to negotiate – including the tech, fairness of implementation and privacy – but in the long term it's likely to be the direction of travel. Throw in the constant losing battle against potholes and potential changes to the EV sales targets that may even have happened by the time you read this, and the Government has plenty to get on with.

Those EV targets currently have manufacturers tasked with a 28 per cent share of their new car sales being fully electric models, but the struggles to hit the 2024 target of 22 per cent have badly distorted the market, with massive discounts emerging on EVs as manufacturers battle to avoid big fines. It's clear it's not working as hoped, and the Government has promised a fast-track review.

Then there's the raft of exciting new cars coming. From humble to high-performance, there's something for everyone hitting UK showrooms, and plenty more being secretly worked on in manufacturer HQs across the world that we'll keep you up to date with via rumours, spy shots or concept car unveils.

There'll be plenty of surprises, too. This time last year we didn't see Jaguar's controversy blowing up quite so spectacularly, for example.

I'm excited to see what 2025 brings the motoring world, and just as excited to make sure we keep bringing it to you first!

> **"WITH THE SWITCH TO ELECTRIC TAKING EVER-INCREASING CHUNKS OUT OF FUEL DUTY REVENUES, AT SOME POINT A GOVERNMENT WILL HAVE TO DECIDE WHAT COMES NEXT"**

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

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Behind the wheel of the big EV

SCOOP NEW

EXCLUSIVE VW hints at "completely new design language" with improvements for range and interior quality also likely

Jordan Katsianis

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AEX VOLKSWAGEN is preparing for a comprehensive overhaul of its ID.3 hatchback in 2026, promising a new look, a revised interior and big technology leaps in terms of efficiency and battery performance.

This is part of VW's rejuvenation programme, which starts with a late-2025 launch of the new small car possibly called ID.Polo. The renosed ID.3 will then follow, using a modified version of the MEB platform.

VW's development boss Kai Grünitz told Auto Express: "We will bring a re-skin for the ID.3, with a completely new design language going back to where we originally came from, and return to what Volkswagen is known for."

His comments reference VW's design head Andy Mindt, whose first all-new model will be the Polo-badged production version of the ID.2all concept. Our exclusive images show how the ID.2all's styling could translate to the ID.3. We expect the updated family hatchback to feature a more defined two-box shape rather than the near-monovolume silhouette of the current ID.3.

VW will achieve this by pushing the base of the windscreen back and making it more upright, giving the car a longer bonnet and a more rounded nose – something we've already seen on the ID.2all concept. Volkswagen could also lower the roofline and raise the beltline, giving the ID.3 a more traditional hatchback shape, disguising the inherently taller body by using a black finish on the sills and lower parts of the front and rear bumpers.

In keeping with Mindt's core design philosophy of familiarity and trustworthiness, the front end should retain a family resemblance to the ID.2all, in the shape of the headlights, 'grille' insert and lower bumper. This will also be reinforced by a solid C-pillar that apes the Golf's, plus more pronounced wheelarches and large alloy wheels.

The tailgate is likely to be body-coloured, with critical aero elements more subtly integrated across both the rear screen and rear bumper. A full-width light bar is also expected, with simpler, cleaner lenses.

The exterior isn't the only element likely to be revised, with more extensive changes planned for the cabin. A major part of this will be a reinvention of the dashboard and interfaces, with the introduction of some physical buttons, as seen on the ID.2all. A solid uplift in interior quality is also on the cards, with more textured and soft-touch materials to boost the ID.3's image.

Volkswagen will also be making changes under the skin, with Grünitz telling us: "We also have a lot of improvements in terms of battery costs and performance, [and will] bring new features and driver-assistance functions. So there will be a huge improvement, both in terms of the cost for us, but also benefit for the customers."

In current form, the ID.3 offers four battery sizes in the UK, from an 'urban-focused' 52kWh capacity through to the top-spec 79kWh battery pack on the hot GTX. The larger battery offers the longest range of any variant, at a quoted 369 miles, and we suspect this will only improve with new battery tech.

Fundamentally, the MEB platform will maintain many of its key technical elements, including a rear-drive layout and sophisticated multi-link rear suspension. The switch to front-mounted motors and a more basic rear suspension will be reserved for the smaller MEB Entry models.

STYLING
Longer bonnet, more upright windscreen and a solid C-pillar are likely to feature on new ID.3

AEX EXCLU
IMAGE

"EXTENSIVE CHA
INCLUDE PHYSIC
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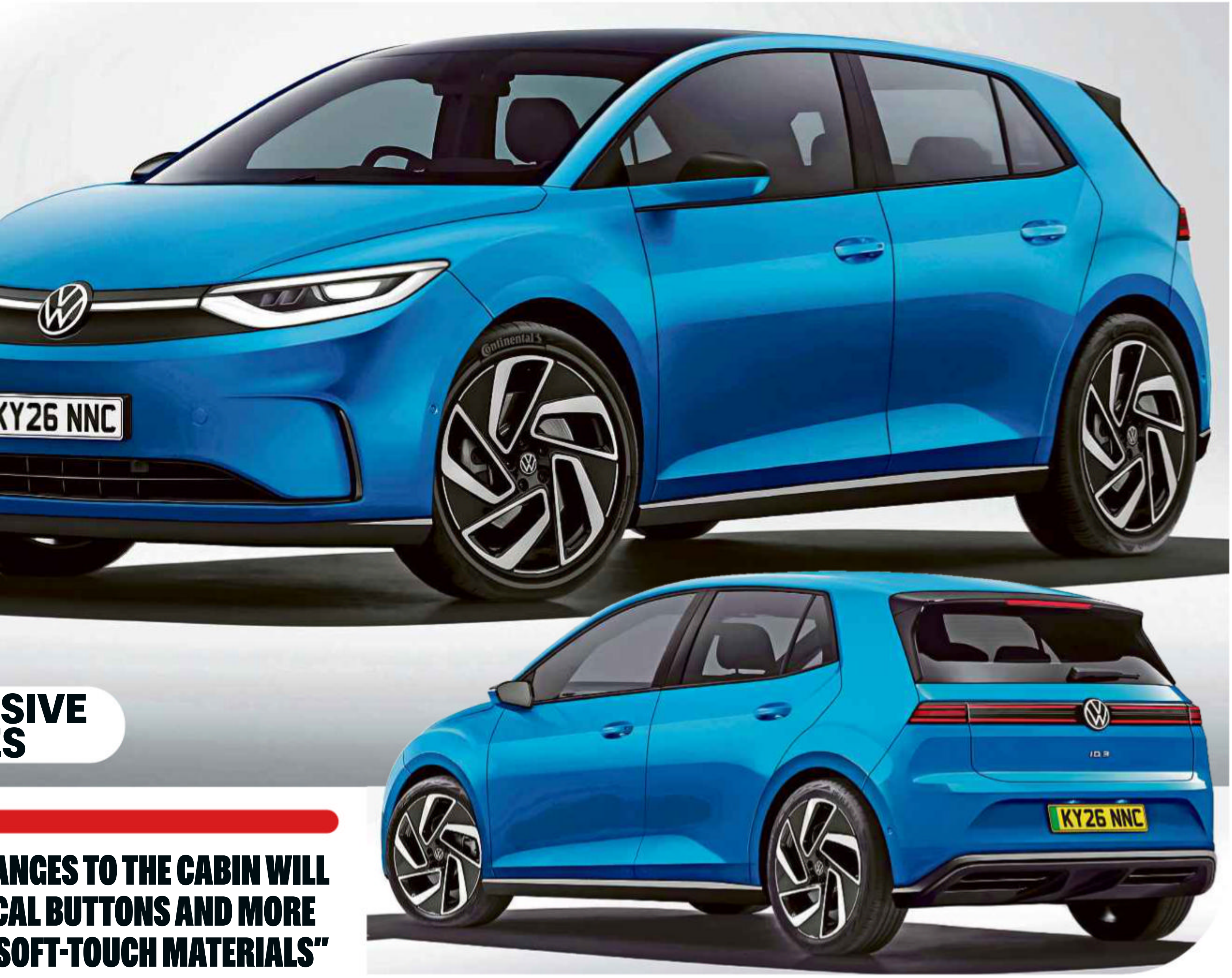
VOLKSWAGEN ID.3



Pratyush Rout

ANGES TO THE CABIN WILL
CAL BUTTONS AND MORE
SOFT-TOUCH MATERIALS”

GTX badge remains as VW says no to an ID.3 GTI

ONE thing the next ID.3 won’t do is morph into a GTI, with VW reserving that moniker for models that ‘feel’ like a GTI, instead of just looking like one.

Development boss Kai Grünitz told Auto Express: “Bringing performance to battery-electric vehicles is easy, you see that in all brands. But creating fun-driving vehicles is much more difficult, so the first question is ‘what’s the DNA of something like a GTI?’ How much power do we put in?”

Volkswagen will continue to refine the GTX brand, potentially bringing with it e-motors that mimic gearchanges, as seen on the likes of Hyundai’s Ioniq 5 N, and even expand the GTX branding into internal-combustion engines.

“We have a lot of ideas about what to do with this,” added Grünitz. “You will see this, both for GTI and GTX.”

All-new Citroen C5 Airc

Jordan Katsianis

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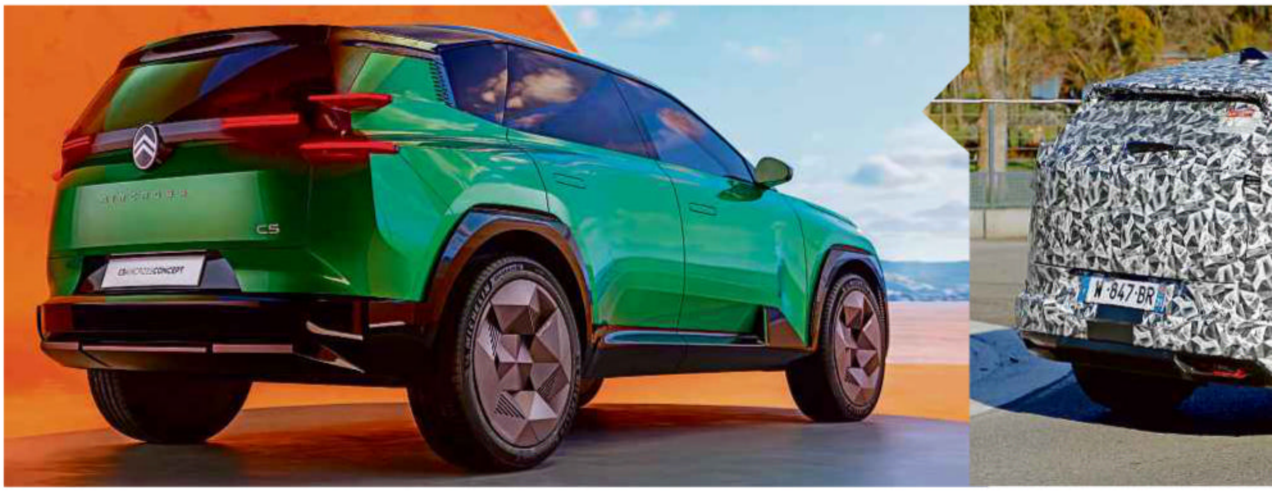
Mid-size electric and hybrid SUV takes to the road ahead of its reveal this yea



SHAPING UP
Citroen's C5 Aircross Concept teased the new model, which has now been spotted being tested

WE'VE seen the concept and know the platform, but only now have we finally got our first look at Citroen's new C5 Aircross in prototype form. The mid-size SUV, which is due to be revealed this year in both all-electric and hybrid forms, will top the current range and offer the same attributes as its popular predecessor, majoring on interior space, comfort and versatility.

The prototype spotted testing looks geared towards maximising interior space, thanks to a boxy back end, long wheelbase and large rear doors. Although we'll have to wait a bit longer to see the final exterior design, Citroen's recently revealed C5 Aircross Concept has given us a clear indication of what to expect.

This includes a three-element headlight design, a more three-dimensional body shape and a clever integration of its tail-lights and wind deflectors into the rear windscreen. While there are some concept car flourishes that won't see production, such as the oversized wheels and flush door handles, the C5 Aircross Concept is around "95 per cent close to the definitive model" according to Citroen CEO Thierry Koskas.

The bit we're yet to see is the new interior, which is set to take a big step forward, thanks largely to a new-generation platform that underpins the fresh model. As with the Peugeot 3008, Vauxhall Grandland and Jeep's next-generation Compass, the C5 Aircross will use Stellantis's STLA-M platform. This will allow the Citroen to be brought up to date, meaning it could feature a panoramic display similar to that of the Peugeot 3008, a 15-inch central screen as in the Vauxhall, or its own unique layout.

Citroen will combine these new digital elements with its own interior style, though, focusing on maximum comfort and space. As such, we expect to see a new generation of ergonomically designed seats introduced, plus a highly flexible second row that can slide and fold flat. Citroen is not likely to offer a third row as in the Peugeot 5008, but we do expect a large boot capacity and lots of rear legroom, thanks to that extended wheelbase.

The car's technical underpinnings are easy to predict, because it will share all its key technology with other models on the STLA-M platform. This includes the combination of both hybrid and pure-electric powertrains. The hybrid model will run the current 1.2-litre PureTech three-cylinder engine in combination with either a mild or full plug-in hybrid module, driving the front wheels only.

Three different electric powertrains will be available, with single and dual-motor variants running on a 73kWh battery pack, plus a long-range version with just the one motor and a 98kWh capacity. This could offer a WLTP range of up to 400 miles or more.

Prices are expected to range from around £35,000 for the hybrid to about £40,000 for the full EV. While there's still a wait to see the car in full production specification, the Citroen C5 Aircross is likely to be a force to be reckoned with when it finally arrives later this year.

> **"ELECTRIC MODELS WILL OFFER UP TO THREE POWERTRAIN OPTIONS"**

ross spotted out on test

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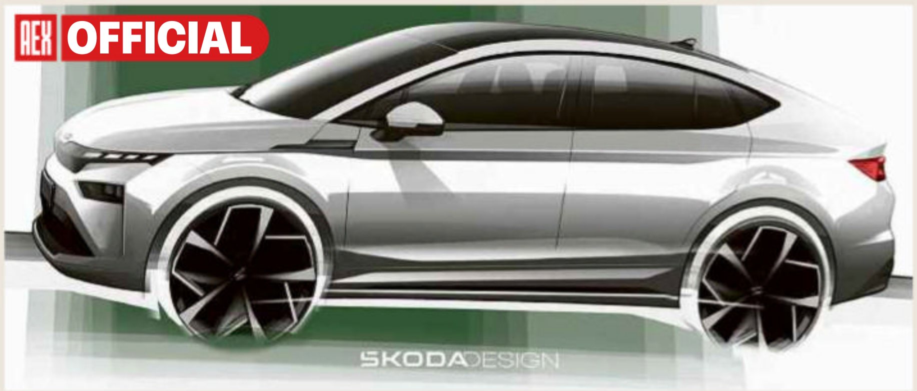
SPACIOUS
Boxy shape should mean plenty of room for people and luggage inside

Skoda sketches out how facelifted Enyaq will look



Drawing shows how the revised Enyaq will feature Skoda's new 'Modern Solid' styling

THE Skoda Enyaq is on track to receive a substantial facelift early this year, with the hugely popular electric SUV set to adopt the brand's latest 'Modern Solid' styling language and elements seen on the new Elroq.

Skoda has released some sketches that give us a sneak peek of the Enyaq's heavily revised front end, which will be shared by both the standard Enyaq SUV (below, right) and the more rakish Enyaq Coupé version.

The biggest change to the Enyaq will be a new, much slimmer and illuminated 'Tech-Deck Face' grille panel that will replace the current design, which is very tall and closely resembles those seen on Skoda's combustion-engine models, such as the Superb and Kodiaq.

Skoda's sales and marketing boss Martin Jahn told Auto Express: "When Enyaq was introduced a couple years ago, the majority of our customers were still more traditional.

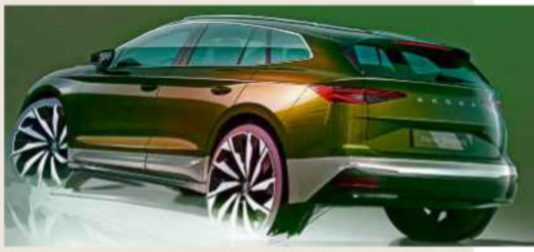
"Now we are moving into the more progressive customers that we need for this new phase, and the new design for the car," Jahn added.

Other changes to the front end include a new daytime running light design that wraps around onto the front wings (also as on the Elroq), swapping the traditional Skoda emblem on the nose for simple lettering, and a redesigned bumper that incorporates matrix LED headlights.

As well as giving the Enyaq a fresh look, Skoda says the new front end has improved the airflow, which in turn has increased the car's range. The changes have also made the Enyaq Coupé the most aerodynamic model in the Czech manufacturer's line-up.

Elsewhere, there will be new dark chrome accents and an Olive Green paint option that are exclusive to the Enyaq. We have also been told to expect updates to the model's powertrains, interior materials and software.

More than 200,000 Enyaqs have been delivered since the highly rated family SUV was launched back in 2020, making it the fourth best-selling EV in Europe.



"WE'VE BEEN TOLD TO EXPECT UPDATES TO THE MODEL'S POWERTRAINS, INTERIOR MATERIALS AND SOFTWARE"

AI cameras rolled out as part of UK fight against drunk drivers

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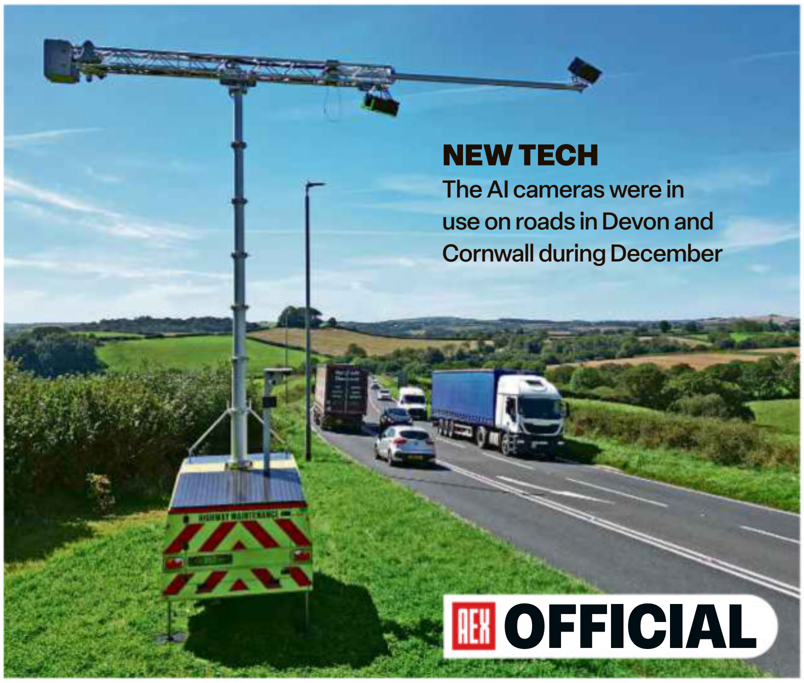
World-first pilot project makes use of sophisticated mobile cameras and artificial intelligence to flag potential suspects to waiting police officers



NEW TECH The AI cameras were in use on roads in Devon and Cornwall during December

ARTIFICIAL intelligence could be the latest weapon in the battle to eradicate drunk or drugged driving, following the first ever trial of new technology designed to help police catch and charge offenders.

The tech works using the same mobile 'AI cameras' currently being deployed to clamp down on drivers using mobile phones or not wearing seatbelts. However, this time the system's cloud-based algorithms are analysing video data to look for indications a driver might be impaired.

Unlike with mobile phones or seatbelts, where photographic evidence is sent to police officers for later action, if the AI algorithms think a car may be driven by a potentially impaired driver, it will be flagged immediately to police waiting a little further down the road.

Officers already have the powers to stop any car, and can subsequently require drivers to undergo roadside testing for drugs or alcohol if they find reasons to suspect impairment.

The world-leading AI scheme was run by Devon & Cornwall Police throughout December, as part of the Vision Zero South West road safety partnership's campaign to cut the number of people killed or injured on the region's roads.

"We have an expansive road network of nearly 14,000 miles in Devon and Cornwall, meaning our officers cannot be everywhere," explained Superintendent Simon Jenkinson of the force's Roads Policing Team. "Camera technology helps us to target operational resources in an effective way, where intelligence informs our deployment.

"We are working closely with Acusensus to ensure this system is as accurate and effective as possible."

Acusensus is the Australian firm building the AI-enabled cameras used in the trial, and which was formed after a friend of the founder was killed in a road traffic accident involving a driver distracted by a mobile phone.

SIMON JENKINSON D&C Police

> **"CAMERA TECHNOLOGY HELPS US TO TARGET OPERATIONAL RESOURCES IN AN EFFECTIVE WAY, WHERE INTELLIGENCE INFORMS OUR DEPLOYMENT"**

The company's UK general manager is Geoff Collins, who told us that despite the Big Brother connotations, AI is not being used to decide who is or isn't impaired, but is instead an attempt to "replicate the policeman's nose" for trouble.

He said: "A policeman at the side of the road, if they've worked road traffic for long enough, will probably watch a vehicle drive by and think 'I'm not happy with that one'.

"I would be in the queue to say you shouldn't have all of these things monitored everywhere, all of the time, because that is overly controlling. But I don't think there's any harm in the perception that you could be monitored," he continued.

"If people say 'it's Big Brother' and 'we should be able to make our own decisions', I strongly disagree when it comes to two tons of metal and when my kids might be in the car coming in the other direction," he said. "There are rules of the road, and there's a responsibility that comes with a car."

DETECTION Mobile phone offences are dealt with later but drink/drug suspects are pulled over within minutes

Given the advance of camera technology in law enforcement over the past decade, and the simultaneous decline in numbers of police officers out on the road, we asked Collins to address the argument that over-reliance on cameras themselves – using AI or not – could itself be partially accountable for declining standards and the increase of anti-social driving behaviour on UK roads.

He told us: "There's a lot of camera technology across the UK which is used to identify speeding, and speeding is widely understood to be a significant contributory factor towards casualties.

"But it could be argued that disproportionately an awful lot of the effort goes into that one factor, when we talk about five fatal driving behaviours," he added, pointing out that speeding, not wearing seatbelts, mobile phone use, drink and drugs and careless/inconsiderate driving are all major contributors to the death toll on British roads.

Merc SUV could go on sale in 2026

First sight of Mercedes-AMG's Cayenne EV rival

MERCEDES-AMG has released the first images of its bespoke flagship electric SUV that will serve as a rival to the Lotus Eletre and Porsche's forthcoming electric Cayenne.

It's currently destined for some cold-weather testing near the Arctic Circle, alongside the performance division's four-door GT, a potential Porsche Taycan challenger.

AMG's as-yet-unnamed electric SUV has a relatively traditional two-box shape rather than an ultra-sporting fastback design, and a relatively long bonnet – in stark contrast to the EQE and EQS AMG SUVs currently in production.

The heavy camouflage does a good job of hiding the finer details, but there is likely to be a very large blanked-off grille panel using AMG's signature 'Panamericana' pattern.

The new AMG.EA architecture will underpin both the electric super-SUV and super-saloon. Expect the chassis to make heavy use of aluminium, employing a traditional skateboard-style layout and a large battery pack running on an 800V electrical system.

It will have at least two electric motors, both of a new axial-flux design and significantly lighter and more tightly packaged than the comparable radial-flux motors found in most EVs. These improvements in packaging could even entail three or four-motor layouts.

> **"THE NEW SUV IS DESTINED FOR COLD-WEATHER TESTING ALONGSIDE THE FOUR-DOOR GT"**

PAIRING
Honda and Nissan have been working on projects since last March

Joint venture could lead to Honda and Nissan merger

'Early stage' discussions reported between two Japanese brands

Chris Rosamond

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REPORTS from Japan say its second and third largest car makers – Nissan and Honda – are in talks about a merger as they struggle to find a competitive edge in the challenging global market.

The two firms agreed to co-operate on EV projects last March, as a response to the twin threats of a booming Chinese car market and slower-than-anticipated consumer demand for battery-powered vehicles.

It's believed that an official statement will be made shortly on the prospects for a merger, but reports suggest it could be a difficult pill to swallow for the Japanese government because it would be likely to result in significant domestic job losses under any rationalisation plan. Nissan is also part of an alliance with Renault, a relationship that would also have to be unpicked.

So far, the Nissan and Honda relationship has been limited to an agreement to work together on batteries and technology, while in the summer the pair extended that relationship to include an agreement to share EV "intelligence and electrification" with Mitsubishi Motors.

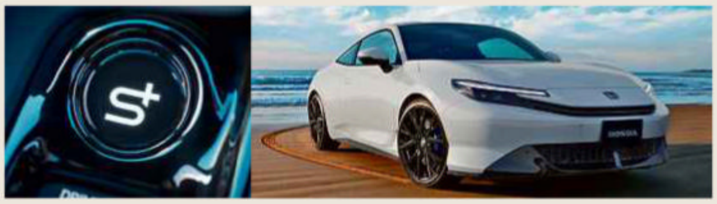
The picture is clouded by reports that Foxconn, the Taiwanese manufacturer of the iPhone, has also approached Nissan with a view to taking a majority stake.

Nissan and Honda have issued similar statements saying "we will inform our shareholders at the appropriate time".

Nissan shares rose on the news, while Mitsubishi's jumped 20 per cent. Honda's fell back slightly.

Honda and Nissan sold 7.4 million vehicles globally between them in 2023, but they're losing market share in China, which is the biggest market for electric vehicles.

Prelude to get S Shift tech



The S Shift-equipped Prelude coupé is set to launch later this year

HONDA'S upcoming Prelude will receive the latest 'S Shift' technology, which the firm says simulates "the sound and feel of quick automatic gear changes".

Technical details of the S Shift system haven't been revealed yet, although we know it'll work in tandem with the compact coupé's hybrid powertrain. Honda's hybrid system in the Civic hatchback is paired with a CVT (continuously variable transmission) and we expect to see an adaptation of this, where virtual gear ratios will be able to deliver a more traditional driving experience. Honda has also given us our first look inside the new Prelude with its latest announcement, showing a close-up of the 'S Shift' mode.

Other brands have looked into simulated gears for EVs recently. The all-electric Hyundai Ioniq 5 N can deliver virtual 'e-shifts' and Toyota patented a simulated manual gearbox.

Early taste whets appet

New range-topper shows loads of promise – and we've been behind the whee

Richard Ingram

Richard.Ingram@autoexpress.co.uk

ESSENTIALS

Hyundai Ioniq 9 AWD

Price: £70,000 (est) **On sale:** Mid-2025
Powertrain: 110kWh battery, 2x e-motors
Power/torque: 309bhp/TBC
Transmission: Single-speed auto, 4wd
0-62/top speed: 6.8 seconds/124mph
Range: 346 miles (est)
Max charging: 230-240kW (est), 10-80% in 24 mins
Size (L/W/H): 5,060/1,980/1,790mm

FIRST DRIVE

> **"WHERE IT REALLY MATTERS, THE IONIQ 9 EXCELS. IT IS SPACIOUS IN ALL SEVEN SEATS, AND EVEN THOSE IN THE VERY BACK GET DECENT HEAD AND LEGROOM"**

A FEW weeks before the covers came off the all-new Hyundai Ioniq 9 at the 2024 Los Angeles Motor Show, Auto Express was treated to a sneak peek at the brand's new flagship in a windowless studio (Issue 1,859) somewhere in West Hollywood, California.

So secretive was this preview, we were asked to sign a fairly hefty non-disclosure agreement, and had our phones and cameras taken away. Hyundai was taking no risks while ensuring its new Volvo-fighting halo EV avoided the usual pre-reveal leaks.

But to give us a greater sense of what's to come, we later boarded a bus to Hyundai and Kia's California Proving Ground. Here, we'd get a chance to sample the Ioniq 9 on a variety of roads, albeit in a heavily camouflaged pre-production model.

This, as we would later find out, would have a significant impact on our driving impressions. Our first stint included a full lap of the 10km (6.2-mile) high-speed oval. We were following a pace car, but because the test car's dashboard – including the digital instruments – was covered with thick fabric, we were unable to ascertain exactly how fast we were going. While the Ioniq 9 seemed quiet at low speeds, there was noticeable wind whistle from around the A-pillars as we picked up the pace.

However, the car felt stable at what we assume was 70mph or more, and the ride was just the right side of firm. It was comfortable enough on the wheels of our test car, but we'd like to try the larger 21s before passing judgement on top-spec versions.

Just as we didn't really know how fast we were going, it was difficult to draw any relevant conclusions on the various drive modes. Cycling through the settings, the car mostly showed strong initial acceleration that tailed off at the top end – though again, it was difficult to know exactly how our test car was set up. The Ioniq 9 gets Hyundai's familiar paddle-operated regenerative braking system, which works as well here as it does in other models – including a progressive and intuitive one-pedal drive mode.

We were also given the chance to take the Ioniq 9 through a twistier section, and it's clear even from our limited experience that Hyundai's biggest EV has been tuned to be safe and predictable at the limit; it'll readily push into understeer if you're too late on the brakes into an abrupt right hander, for example.

We'd need to test the two back to back to be sure, but on this evidence, a Kia EV9 feels ever so slightly more agile – and a five-seat BMW iX would certainly show the Hyundai a clean pair of heels on a brisk back route.

But where it really matters, the Ioniq 9 excels. It's spacious in all seven seats, with even those in the very back getting a decent amount of head and legroom – and not at the expense of those in the middle row. There's a huge boot, and the seating configurations let you prioritise people or luggage.

We also got a chance to play around with the infotainment system on the studio car, and although the graphics aren't as cutting-edge as in the BMW, or a Volvo EX90, the functionality is there, all contained in a premium-feeling curved panel spanning a good chunk of the dash. The quality inside is very good, and easily befitting of the car's predicted £65,000-£70,000 starting price.

Finally, while we didn't get a chance to test the range or charging abilities, Hyundai claims up to 372 miles (346 miles on this dual-motor model) on a full battery – and the ability to top up from 10 to 80 per cent in 24 minutes.

An estimated peak charge speed of 230-240kW puts the new car at the top end of the segment, so if you do need to stop and plug in, it won't be long before you're back on the move.

PAGE 28: 25 new cars for 2025

tite for Hyundai Ioniq 9

el to see what's in store

UNDER COVER
Ahead of its unveiling, we could only drive Ioniq 9 at a test track in camouflage

VERDICT

DUE to the limitations placed on our test, it's difficult to deliver any kind of definitive verdict on how the new Hyundai Ioniq 9 drives. What we can say is that it feels like a quick, comfortable and spacious family car with a strong range and class-leading charging capability; we look forward to driving the production car later this year.

No decision yet as Volvo considers building EV estate

THE future of a potential new Volvo estate is hanging in the balance as the firm weighs up whether sales are strong enough to warrant an entry into the dwindling segment.

Nicole Shaw, Managing Director of Volvo UK, said of the possibility of an electric estate: "It's too early to say; in another quarter, I might have more of a feeling on how it's done. When it comes to anything we evolve, the electric space is the one we evolve into."

Volvo is committed to launching one new model every year for the next five years. The company has already launched new bookends to its range, the flagship EX90 SUV and the baby EX30, and has the all-electric EX40 sitting between them. A battery-powered replacement for the XC60 called the EX60 is expected to expand the range further in 2026. The Swedish company is also expected to spin a new electric saloon off the same SPA2 platform as the EX90.

Speaking to Auto Express at the reveal of the EX30 back in 2023, Volvo's Chief Executive Officer Jim Rowan admitted that his team has to weigh up whether an electric successor to the V90 could make sense in terms of sales.

When asked directly if Volvo needed to consider an electric version of the type of vehicle that it has been synonymous with over several decades, Rowan said: "I get so many E-mails asking me when somebody is going to do a proper electric wagon. But then you say, 'What if we did that?' and ask 'What if we did a Cross Country version of it?'. Would that be something that would work in our portfolio?

"I'm not going to give an answer on that right now," he added, "but I will say that it's something that it makes sense for us to be looking at."

'Blueprint-accurate' body is enhanced by LED headlights

Original Ford Escort revived as £295k limited edition

SOME 50 years after production of the Mk1 Ford Escort ended, Boreham Motorworks has rebooted it with more power, motorsport know-how and modern technology.

Each of the 150 examples will be built from scratch, and have an approved continuation chassis number from Ford. Buyers have a choice of two four-cylinder petrol engines: a 182bhp reimagining of Ford's twin-cam unit or a motorsport-derived 2.1-litre motor with 296bhp.

Boreham Motorworks has accurately reproduced the Escort's bodywork, but there's extra bracing, plus LED headlights and a blend of Alcantara and leather inside.

The car carries a price tag of £295,000, and production is slated to start soon after a full unveiling in the summer.

Cadillac set for UK return with iX-rivalling Lyriq SUV

PRICING for the Lyriq, Cadillac's challenger for the BMW iX, has surfaced online. It's already available in a few European countries, and is expected to start from £75,000 in the UK.

The Cadillac will be offered with one 520bhp powertrain, all-wheel drive, a 0-62mph time of 5.3 seconds and a claimed range of 329 miles on a full battery.

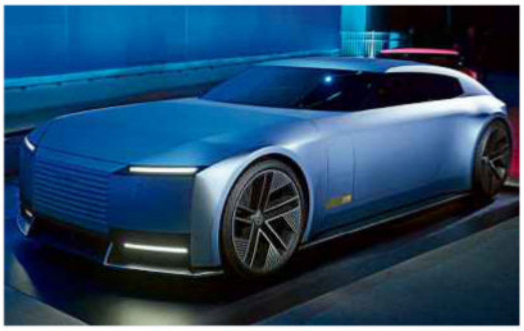
Two trims will be available, Sport and Luxury, apparently for the same price. A key difference is the grille pattern, plus Luxury models have silver 21-inch wheels while Sport cars get dark satin rims and some darker exterior accents.

OPTIONS
Both trims will cost the same, but precise UK specifications have yet to be confirmed

OUR 2025 MOTORING WISH LIST

HAPPY NEW YEAR

It looks like the year ahead is going to be another one of significant change across the car industry – but what would we like to see? The Auto Express team share their hopes and dreams



Production car based on concept will appear mid-year

We get to see a resurgent Jaguar come back to life

I DON'T know how much of a hope this is going to be, but I'd love nothing more in the motoring world for 2025 than for Jaguar to look like a company with a bright future.

The furore around the branding change is out of the way, and reaction to the Type 00 concept car is at least mixed, which is what the designers said they wanted. Not everyone loves it, but there are plenty of people who do.

And now we've seen the actual concept, rather than the sketches Jaguar bafflingly decided would be the best way to introduce its brave future, I'm excited to see how that translates to the four-door GT production car that will be revealed at some stage towards the middle of 2025.

A resurgent and buoyant Jaguar would be such a good story for UK manufacturing. I don't know if selling £125,000 EVs is going to work for the brand, but it has to try something.

> “I'M EXCITED TO SEE HOW PROJECT 00 TRANSLATES TO THE FOUR-DOOR PRODUCTION CAR THAT WE'LL SEE IN MID-2025”

PAUL BARKER
Editor

Is it time to call an end to petrol vs electric debates?

Peace between EV and petrol enthusiasts

SPEND just 30 seconds on any social media platform and it's likely that you'll come across some strong opinions on electric cars.

However, while a civil and factual debate can ultimately be a positive thing, it seems that most participants in these online altercations are only interested in hurling insults at each other, often with no foundation.

Whether you believe that batteries are the future, hydrogen is the next big thing or you're firmly sticking with fossil fuels, you are fully entitled to your own opinions, and what works for someone else might not work for you.

Of course, it's perfectly acceptable to disagree with others from time to time, but if some people relearned the art of constructive discussion as opposed to pointless arguments, all of us car enthusiasts would benefit in the long run. And that's whether you're a petrolhead or an EV advocate.

> “MOST PARTICIPANTS IN THESE ONLINE ALTERCATIONS ARE ONLY INTERESTED IN HURLING INSULTS AT ONE ANOTHER ”

SHANE WILKINSON
Senior content editor

Controversial Capri put iconic name back on the map

More iconic car names to come in 2025, please

WE SAW some pretty big names return to the pages of Auto Express in 2024. The Vauxhall Frontera and Ford Capri have been resurrected, for example, causing plenty of controversy in the process.

It's models like these (and also the Renault 5 and Honda Prelude) that are making the car industry such an emotive and exciting place to be right now. They're generating conversation; people are talking about cars in a way they weren't five or 10 years ago.

The Capri may no longer be a sleek, two-door coupé with a snarling V6, but the reinvented electric crossover (above) is infinitely more relevant right now – and will no doubt sell in greater numbers than its niche forebear.

And relevancy is exactly what we need if we want a growing and fast-paced marketplace – one striving to build better cars, no matter what bold branding is on the bootlid.

> “IT'S MODELS LIKE THESE THAT ARE MAKING THE CAR INDUSTRY SUCH AN EMOTIVE AND EXCITING PLACE TO BE RIGHT NOW ”

RICHARD INGRAM
Deputy editor

Weight-based taxes could affect cars like BMW 7 Series

Weight becomes a taxing issue for heavier cars

A FASCINATING development came about in the latter stages of 2024 – residents in Geneva voted to implement a tax on EVs based on their weight.

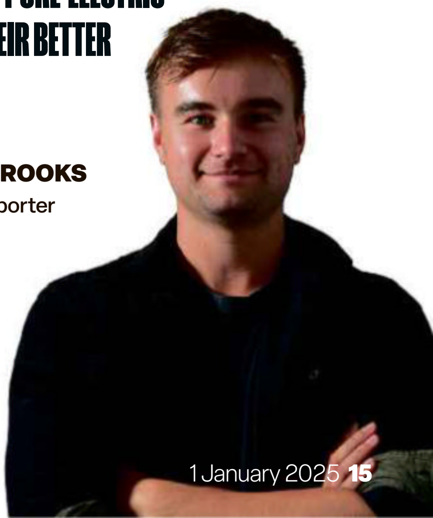
I know, Switzerland taxing cars isn't exactly shock news, but it does pose an interesting question on whether lighter cars should be a focus for the benefit of the environment, let alone our over-used, under-maintained roads – most of which were not designed for cars as weighty as the Kia EV9 or BMW i7, to give examples.

I'm not saying Geneva's new taxation system is an appropriate response to portly EVs, but we're only just beginning to scratch the surface of lightweight pure-electric cars – and their inherent better efficiency and lower production costs – thanks to the likes of the new Citroen e-C3 and Dacia Spring.

This is arguably something that should have been the foundation for many car manufacturers' transition to battery-electric powertrains.

> “WE'RE ONLY JUST BEGINNING TO SCRATCH THE SURFACE OF LIGHTWEIGHT PURE-ELECTRIC CARS AND THEIR BETTER EFFICIENCY ”

ALASTAIR CROOKS
Senior news reporter



Lando Norris (right) helped McLaren to win 2024 title

Make this year's Formula 1 season a repeat of 2024

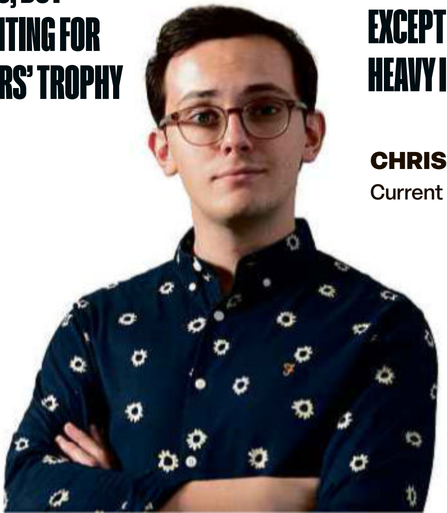
I OFTEN avoid advising people who aren't into Formula One to follow the sport. For a long time, it's suffered from extended periods of one-driver dominance, with the duel between Lewis Hamilton and Max Verstappen in 2021 acting as a blockbuster hit in a sea of box-office bombs.

This might surprise outsiders, given how F1 is now more popular than it's ever been. Truthfully, it's thanks, in large parts, to Netflix, which has until now done the impossible by managing to transform otherwise boring seasons into gripping, edge-of-the-seat soap operas with its Drive to Survive series.

However, the show's storyboard artists will have an easy job when it comes to how to cover the 2024 season, because fans were blessed with not just two drivers' title contenders, but also three teams fighting for the constructors' trophy – something we hadn't seen in a long while. I hope it's repeated in 2025.

"FANS WERE BLESSED WITH NOT JUST TWO DRIVERS' TITLE CONTENDERS, BUT THREE TEAMS FIGHTING FOR THE CONSTRUCTORS' TROPHY

TOM JERVIS
Consumer reporter



EU promises a hydrogen fuel station every 120 miles

Hydrogen
H2

End the tunnel vision on alternative fuel types

THE UK should follow the lead of the European Union, and match its commitment to having at least one hydrogen filling station located every 120 miles on major roads.

The EU deadline to achieve that is 2031. But here in the UK, policy makers don't appear to support any role for green hydrogen, except to decarbonise heavy industrial processes like steel-making. If nothing changes, we'll be watching enviously from the sidelines as companies from Germany and Asia roll out new-generation, commercially successful hydrogen fuel cell-powered vehicles over the coming years.

The UK's exclusive focus on battery-powered electric vehicles looks increasingly like tunnel vision, the closer we get to the deadlines. The Government ignores other low-carbon technologies for road transport being pursued actively elsewhere too, including bio and e-fuels.

"POLICY MAKERS DON'T APPEAR TO SUPPORT ANY ROLE FOR GREEN HYDROGEN EXCEPT TO DECARBONISE HEAVY INDUSTRY

CHRIS ROSAMOND
Current affairs editor

Our Alfa Tonale PHEV disappointed with its fuel economy

Buyers accept PHEVs are essentially pointless

I'M a big fan of EVs and I'm also a petrolhead, but try as I might, I can't see the point of plug-in hybrids.

Having driven almost every PHEV on sale today, I know that they need to be charged religiously to make economic sense, which makes home charging a must. But if a home charger is available, then why not just go fully electric? Can't charge at home yet? Petrol cars are much cheaper to buy, so stick with one of those. Many plug-in hybrid drivers don't charge their cars as often as they could, either. A study by the European Commission showed that petrol PHEVs' real-world emissions were 238 per cent higher than the official figures

Of course, there are some exceptions – the McLaren Artura springs to mind – and not all my colleagues agree (see our BMW 3 Series review on page 19), but overall I hope those in power see most PHEVs for the worst-of-both-worlds compromise that I think they are.

"IF A CHARGER IS AVAILABLE, THEN WHY NOT GO FULLY ELECTRIC? CAN'T CHARGE AT HOME YET? PETROL MODELS ARE MUCH CHEAPER

ALEX INGRAM
Chief reviewer

CHANGE TO ELECTRIC NOW

ZEV mandate is said to be costing car makers billions

Scrap the ZEV mandate and save the car industry

THE Government has announced it's reviewing the controversial ZEV mandate, and is due to report back in January. Here's my suggestion: let's just call the whole thing off.

I fully support encouraging more motorists to switch to electric, in the build-up to new petrol and diesel car sales being banned in 2035. However, doing so without many of the incentives available before has resulted in car manufacturers shelling out £4billion worth of discounts on EVs.

Yet they still could be facing fines totalling £1.8billion for not reaching the Government's arbitrary sales targets, because you can't force people to buy an electric car if it won't suit their lifestyle or they simply don't want one right now.

Which essentially means that car companies are going to be penalised for offering their customers freedom of choice – and I'm afraid that doesn't sit quite right with me.

> "YOU CAN'T FORCE PEOPLE TO BUY AN ELECTRIC CAR IF IT WON'T SUIT THEIR LIFESTYLE, OR THEY SIMPLY DON'T WANT ONE RIGHT NOW

ELLIS HYDE
News reporter

VW's ID.2all could be a game changer for small EVs

Legacy brands pull their fingers out and create

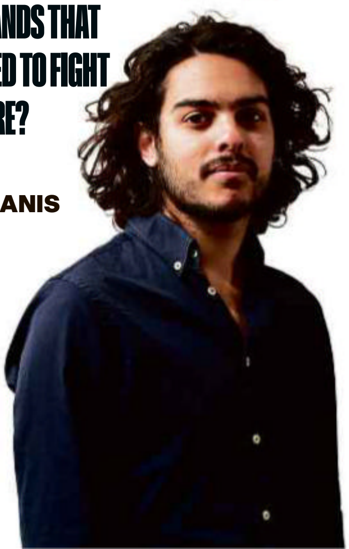
IN THE spirit of optimism, I want 2025 to bring with it a renewed sense of confidence from European car design studios. Legacy brands that used to trade on aesthetics as much as engineering prowess haven't exactly been blowing us away in recent years, but there's good reason to think that there's a lot of cool stuff on the horizon.

BMW will be one of the big movers and shakers of 2025, Jaguar's high-profile return is causing lots of interest, and left-field player DS looks to finally have a confident idea behind its new models. But it's actually Volkswagen's ID.2all, or ID.Polo as we think it'll be called, that might just blow our socks off when it finally arrives at the tail-end of the year.

Are we asking too much to expect true innovation and charm from brands that increasingly need to fight for every percentage point of market share? Maybe, but they'll need to step it up, or else face a slow decline into irrelevance.

> "ARE WE ASKING TOO MUCH TO EXPECT TRUE INNOVATION AND CHARM FROM BRANDS THAT INCREASINGLY NEED TO FIGHT FOR MARKET SHARE?

JORDAN KATSIANIS
Senior staff writer



2024 budget dealt a blow to pick-up manufacturers

We plot a proper future for pick-ups in the UK

THE 2024 Budget caused uproar in some quarters, but one element that slipped under the radar was a shake- up to the pick-up truck sector.

At the moment, models that can carry more than a tonne in payload are classed as light commercial vehicles for tax purposes. This has seen a boom in double-cab models that pile on the luxury, but cost a fraction of the company car tax levied on diesel-powered SUVs. Pick-ups will move to the emissions-based system for passenger cars in 2025, so costs will shoot up.

We'll likely see a rush of sales before the tax year starts in April (trucks bought before the deadline can pay at the current rate for four more years), and then a lull as demand drops.

But then it should pick up again, as the likes of Ford, Isuzu and Toyota come on-stream with their own plug-in pick-ups, be they hybrid, all-electric or even hydrogen-powered.

> "PICK-UPS WILL MOVE TO THE EMISSIONS-BASED TAX SYSTEM FOR PASSENGER CARS IN 2025, SO COSTS WILL SHOOT UP

DEAN GIBSON
Senior test editor

AUTO EXPRESS

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On the road in new coupé-SUV

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First UK drive of electric SUV

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Road-focused special edition

> "A new battery allows for up to 62 miles of electric running, which means a theoretical 350-odd miles per gallon"

BMW

FIRST DRIVE A second faceli
makes it a more appealing ch

Richard Ingram

Richard.Ingram@autoexpress.co.uk

AEX THE BMW 3 Series has been the company car driver's benchmark for more than four decades. Ever since its inception, it's been the default choice for those who've climbed the corporate ladder and want to show off their status with the famous white, black and blue badge.

Yet with the electric car's recent dominance in the fleet market, BMW had to do something serious to keep its saloon stalwart competitive. With an all-new 3 Series still a year or so off (Issue 1,858), that meant tweaking the formula with a second mid-life facelift – simply to tide over the G20 generation before its successor is ready.

So last year, BMW announced a series of updates to take the fight to EV alternatives such as the Tesla Model 3 and Polestar 2, as well as historical rivals like the Mercedes C-Class and Audi A5 (nee A4).

The tweaks to the 3 Series are mostly mechanical. There's no 320d diesel anymore, which means the most significant change relates to the big-selling 330e plug-in hybrid's high-voltage battery. A new 19.5kWh unit now allows for an official 62 miles of electric running in the M Sport

ON THE ROAD
Despite weighing close to two tonnes, the 330e is a sublime sports saloon

ESSENTIALS

BMW 330e M Sport

Price: £48,235 **On sale:** Now
Powertrain: 2.0-litre four-cyl turbo petrol PHEV
Power/torque: 288bhp/420Nm
Transmission: Eight-speed automatic, rear-wheel drive
0-62/top speed: 5.9 seconds/143mph
EV range: 62 miles
Economy/CO_2: 353.1mpg/19g/km
Size (L/W/H): 4,713/1,827/1,446mm

POWERTRAIN
The petrol engine can be caught out if you're running on electricity and need a sudden boost in power, but the hybrid set-up largely works seamlessly

3 Series

ft for compact exec saloon
oice for company car drivers

car we have here (63 miles in the more modest Sport spec), which means a theoretical 350-odd miles per gallon and CO_2 emissions from 19g/km.

Of course, while that's pie-in-the-sky kind of stuff, it does mean you'll get significantly more zero-emissions range out of your 330e than you might have done before (36 miles was the previous maximum), and it drops a Benefit-in-Kind (BiK) band in the process. At eight per cent, it's still a good chunk more than the two per cent you'll pay running an EV, but with the added reassurance that if you regularly do big miles, you've got a powerful petrol engine to fall back on. Do so and you'll easily see 40mpg or more at motorway speeds.

Yet that bigger battery means that most of the time – so long as you keep the car topped up – you'll be gliding around using no petrol at all. As ever, the 330e feels perfectly suited to electric running, just as its i4 EV sibling does, with excellent refinement and performance. The low-speed ride is nicely judged, controlled but never harsh.

Indeed, when BMW announced the revised car, it claimed the chassis had undergone "rigorous development work", apparently resulting in a "notable increase in comfort across all driving situations, without any loss of the customary 3 Series dynamic prowess".

This dynamic prowess is a character trait that has spanned every generation of 3 Series, and it's not lost here – no matter how fast you're travelling. In fact, aside from the polarising thick-rimmed steering wheel, there's little not to like about driving the 3. There's a precision to the car's dynamics that is lost in almost all of its rivals; the 330e, despite its hefty 1,900kg kerbweight, is about as close to a sports saloon as you'll get for under £50,000.

The rear-drive chassis feels playful, with sharp turn-in and plenty of grip. There's very little roll through fast changes of direction, making it easy to find a flow over a winding back road. That flow is just as evident on the motorway, too, where the BMW moves gently with larger undulations and settles neatly into a composed cruise.

Many high-mileage motorists will lament the demise of diesel, but the powers that be have all but eliminated its usefulness by implementing hefty ▶

tax rules for anything without a bulky battery. As such, the plug-in hybrid has become the business buyer's powertrain of choice – regardless of whether they make the most of the EV range.

By and large, the hybrid system works well. The transition between petrol and electric is almost always seamless – so long as you're not rolling up to a junction on the brakes and flooring the throttle when you spot a gap in the traffic. Like most similar set-ups, this is where the 330e comes unstuck – it's simply unable to juggle the two power sources in the blink of an eye, so there's a momentary pause as you wait for the ICE to wake up.

But when it's spinning, this is a genuinely fast car. BMW quotes a 0-62mph time of 5.9 seconds, and it can show myriad hot hatches a clean pair of heels if you flick it into Sport mode and use the combined 288bhp. In its most dynamic setting you'll get a jolt with each gearchange, too.

Thankfully, the 330e's larger battery has no impact on boot space – although at 375 litres, it remains 100-or-so litres down on the mild-hybrid 320. Should this be an issue, BMW continues to offer the PHEV as an estate for an extra £1,800.

Interior quality is right up there with the very best cars in this part of the market – petrol, PHEV or EV. The curved twin-screen infotainment runs the latest OS 8.5 software and is as sharp as you like, retaining the intuitive iDrive clickwheel on the centre console. That said, if you prefer to use Apple CarPlay or Android Auto, this feature will feel rather archaic; every function can be accessed via the responsive touchscreen, after all. Some, such as the climate controls, are now housed in a permanent 'Quickselect' panel along its base.

Another change made to the 330's technical make-up is the fitment of a new 11kW on-board charger. While that won't be of much benefit to those with a regular single-phase wallbox at home, if you make use of work or public points with a three-phase connection, it could reduce top-up

TOUCHSCREEN
It's sharp, responsive and features the latest software, plus runs Apple CarPlay or Android Auto

STYLING
M Sport trim lends 330e a more athletic look and costs only £1,250 over base spec

INTERIOR
The cabin features lots of high-quality leather, metal and plastics, and is nicely put together

> **“The Comfort Pack brings lumbar support, auto bootlid, keyless entry and more”**

times to as little as two hours and 15 minutes. DC fast charging, which seems to be becoming more popular with the introduction of longer-range PHEVs, is not an option on the 3 Series.

M Sport trim continues to account for a huge proportion of 3 Series sales, and it’s easy to see why. While all versions get at least 18-inch wheels, the M Sport’s racier bodykit cuts a much more athletic profile, with a wider front grille and a slightly lower stance. Inside, there’s darker trim and M Sport seats. You’ll only pay £1,250 more for this spec, which becomes almost negligible on a competitive lease deal or PCP agreement.

The options list is long and varied, ranging from different wheel designs to expensive paint – our car’s rather uninspiring Davit Grey metallic is a £1,725 extra. Also fitted to our test car was the Technology Pack (£2,100) and the Comfort Pack (£1,575). The former adds BMW’s Driving Assistant with adaptive cruise control and other safety features, plus a head-up display and self-park function. The Comfort Pack, meanwhile, brings lumbar support for the front seat, plus an automatic bootlid, keyless entry and start, wireless phone charging and ambient lighting. All of this bumped the price up to more than £55k.

That said, a Mercedes C 300 e AMG Line starts at almost £52,000 without a single option. You might save a few pennies on BiK – the Merc sits in the five per cent tax bracket – but you’ll need to step up to Premium trim for things like the electric tailgate or keyless go.

DETAILS

Bigger battery doesn’t impact interior space. iDrive clickwheel is still useful when you’re on the move. Screen has ventilation shortcuts

AEX VERDICT ★★★★★

THERE really is little reason to consider anything else if you’re in the market for a plug-in hybrid company car that’s as comfortable to sit in as it is to drive. The BMW 3 Series – and in particular this 330e plug-in hybrid – represents the best of both worlds for those wanting to dip their toe into the world of electrification (and save on their tax bill), but not yet ready to commit to a full EV.

Polestar 4 LRSM

FIRST DRIVE Swedish manufacturer's new electric coupé-SUV is much more than just a car without a rear window

DRIVING
Single-motor car has enough power for everyday use. Ride is on the firm side, but it keeps body roll in check

Ellis Hyde

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UNINTENTIONALLY or not, the Polestar 4 has done a fantastic job of raising the profile of what was already a much-discussed and rapidly growing brand, because before a single example had hit the streets, so much had already been said about 'the car with no rear window'. But there is much more to this car than that.

The fourth model to arrive from the Volvo spin-off, the Polestar 4 is a premium electric coupé-SUV, with the Porsche Macan Electric its most direct rival. However, we expect potential buyers may also be considering everything from low-slung saloons such as the Audi A6 e-tron to practical mid-size SUVs like the Tesla Model Y.

The Polestar 4 starts from £59,990, which is a few thousand pounds less than the A6 e-tron's base price and nearly £9k less than that of the Macan EV. There's no endlessly multiplying model range or sprawling options lists like you get with Porsche, either; instead, Polestar gives its customers a much more streamlined selection of a single or dual-motor powertrain – both using the same battery – a handful of paint colours and interior themes, plus some options packs and accessories.

We expect most buyers will opt for the entry-level Polestar 4 we're driving here. It has a 268bhp rear-mounted e-motor and a 94kWh (usable) battery that offers a huge range of up to 385 miles, compared with the 536bhp all-wheel-drive models that will supposedly do 367 miles on one charge.

The single-motor Polestar 4 might produce close to half the power of the supercar-quick, dual-motor car, but that's more than enough for everyday use, and we like the smooth increase in power delivery.

While the ride is on the firm side, it helps give the Polestar 4 a sporty edge that suits its silhouette, and body movements are kept in check. Plus it's still impressively comfortable, absorbing the potholes and other imperfections that litter UK roads.

Find the right twisty road, switch the stability control into Sport mode, and you'll feel the rear of the car pushing around tighter corners. The steering is also well weighted out of the box, although there are three settings to choose from. But while the Polestar 4 has a playful side, it's not as thrilling or engaging to drive as its Porsche rival.

ESSENTIALS

Polestar 4 Long Range Single Motor

Price: £59,990 **On sale:** Now
Powertrain: 94kWh battery, 1x e-motor
Power/torque: 268bhp/343Nm
Transmission: Single-speed automatic, rear-wheel drive
0-62mph/top speed: 7.1 seconds/124mph
Range: 385 miles
Max. charging: 200kW (10-80% in 30min)
Size (L/W/H): 4,840/2,008/1,544mm

ON THE ROAD Comfortable seats are easy to adjust for a perfect driving position; visibility is good and digital mirror works well

Similarly, while there is a pleasing wafting quality to the Swedish model's ride, we found the car never quite settles down at higher speeds. There's some wind noise from the side mirrors on the motorway, too, but at least road noise isn't excessive. Overall, we'd say the Polestar 4 is a competent motorway cruiser, but not an exceptional one.

The ride feels smoothest at low speeds around town. The one-pedal driving mode also brings the car to a halt at a predictable pace, and delivers a good amount of stopping force when you lift off the throttle. Plus it's easy to toggle on/off with a programmable shortcut button on the steering wheel, leaving the other one set up to deactivate the speed limit warning on the model we drove.

> **"Switch the stability control into Sport mode, and you'll feel the rear of the car pushing around tighter corners"**

The two cowls on the bonnet make the Polestar 4 very easy to place on the road, and visibility is better than you'd expect of a rakish coupé-SUV, let alone one without a back window. You actually quickly forget about the digital rear-view mirror once you are behind the wheel, and you can adjust the 8.9-inch display's brightness and perspective to make it look as natural as possible.

The benefit of this headline-grabbing arrangement is an impressive amount of headroom for passengers in the back seats – enough for six-foot-tall adults – and there's even more legroom available, although there's no space under the front seats for rear passengers' feet.

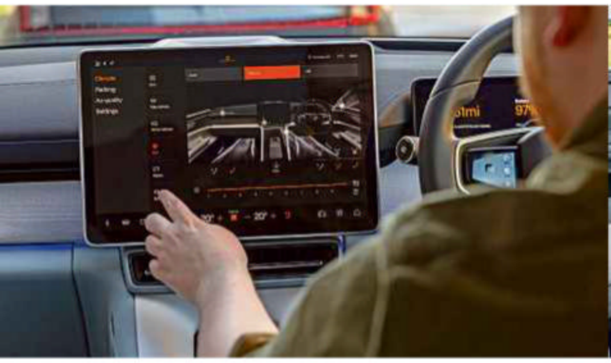
While it's not on the same level as some traditional boxy SUVs, the Polestar 4 still gets a sizable 526-litre boot – very nearly as big as the Macan's – plus it comes with a height-adjustable boot floor with more storage underneath. The rear seats fold flat and there's a relatively small 15-litre storage area in the car's nose.

However, the star attraction is up front. The dashboard looks and feels as if it's been designed by Nike; the Polestar 4 ditches the traditional cowhide and piano-black plastics in favour of brushed metals and more sustainable materials, inspired by the world of fashion. Our test car was fitted with the optional white interior theme and Mist Tailored Knit upholstery, which we think is well worth the extra £900 and gives the cabin a very starship-like atmosphere.

The front seats are comfortable, supportive and offer lots of adjustment to find the ideal driving position, and the tall floating centre console makes the driver feel cocooned, but not hemmed in.

Every model also features a super-sharp 10.2-inch driver's display and a huge 15.4-inch infotainment touchscreen on the dash. The onboard Google-based software prioritises driver customisation, and pages and satellite-navigation routes load quickly. Our only complaint is just how many functions are buried within various menus and sub-menus, which can make adjusting even some basic settings a distraction if you're not sure where to look for something.

> "You actually quickly forget about the digital rear-view mirror once you are behind the wheel"



PRACTICALITY

Boot capacity is 526 litres with the rear seats in place and 1,536 litres with them folded, including the underfloor storage area. There's a further 15 litres available under the bonnet

AEX VERDICT ★★★★☆

THE Polestar 4 likes to do things a little differently. The lack of a rear window will always be a talking point, but it doesn't detract from the driving experience. The cabin is spacious and practical, too, and the range stretches up to 385 miles. But some of the tech onboard can feel overwhelming at times, and the car isn't engaging to drive.

Richard Ingram

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LET'S kick things off by addressing the elephant in the room. Yes, the car you see here has a Capri badge on its nose, but no, it's not a raspy, two-door coupé from the seventies.

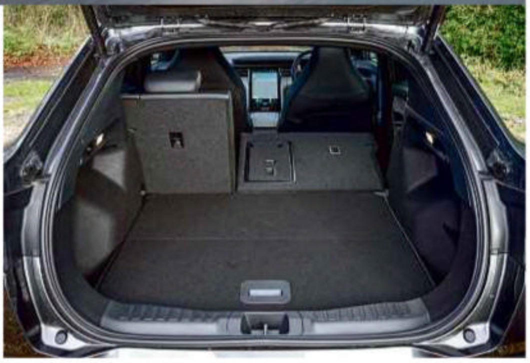
This is, instead, an electric SUV based on the same platform as the Volkswagen ID.5. It has about as much in common with its namesake as a squirrel does with a great white shark. But no matter, this strategy certainly hasn't prevented Ford from selling Pumas by the bucketload – so for the sake of this review, we'll assess the Capri at face value and critique it for what it is.

Regardless, you might (quite rightly) baulk at just how much our test car costs. Prices start at a whisker over £48,000, but without a single option fitted, this Capri Premium AWD 79kWh Extended Range is £56,175. As tested, with its Magnetic grey paint, 21-inch wheels, Driver Assistance Pack and Heat Pump, this car costs more than £60k.

That puts it on par with some really talented rivals, including the mechanically similar Skoda Enyaq vRS, and the much faster Tesla Model Y Performance – and not far from the Hyundai Ioniq 5 N and well rounded Porsche Macan Electric.

So the Capri needs to stand out, and visually it does. Perhaps not in the dark paint of our test model, but in yellow, red or blue (each available for £800), the coupé-style roofline looks sharp. And while we'd find it hard to justify a further £1,000 on the bigger wheels, there's little arguing that they give the Capri a bit of extra presence.

It's a similarly pleasing story inside, where there are precious few signs that this Ford was developed in conjunction with the Volkswagen Group. The fiddly window switches remain, but the huge portrait touchscreen looks great and is infinitely easier to use than the laggy layout in the ID.5. The fact the Capri's display tilts back and forth to prevent glare from the sun is a bit of a novelty, but the hidden space behind is great for storing loose items or valuables.



PRACTICALITY There's space beneath the floor for cables, while the boot holds 572 litres with the seats up and 1,505 with them down

Quality is largely good, especially in Premium-spec cars, which come with Sensico artificial leather on the seats and other key touchpoints. Base Select trim gets a part-Sensico, part-fabric combination, which isn't quite as impressive.

Take a seat and it's simply a case of shifting the gear selector to D (or B, for increased brake recuperation) and off you go. The Capri will creep around town quietly and comfortably; despite the bigger wheels, the ride is well judged for UK roads, and even deeper potholes don't send shockwaves into the cabin.

This is a theme that continues at high speeds, where the cabin is insulated from the outside world; there's only a bit of wind whistle from around the A-pillars and road noise is kept to a minimum. You'd have little issue covering big distances in this car.

A peak charging speed of 185kW helps in this regard, too. Ford claims a 10-80 per cent top-up will take just 26 minutes, which is up there with most of the class's key players. An Ioniq 5 or Kia EV6 will charge slightly faster, and of course a Model Y grants you unfiltered access to the Tesla Supercharger network – if that kind of thing is important to you.

On a cool winter's day, we saw around 3.0mi/kWh in mixed driving – slightly less on the motorway, and a little more around town. That's neither here nor there given the car's weight and the performance on offer, but considering our model's optional heat pump we'd have liked slightly better efficiency. Those numbers translate to 240-odd miles of range – more than 100 miles off Ford's quoted maximum.

Ford C

FIRST UK DRIVE Forget about t
the Blue Oval has managed to re

Away from urban situations and main motorway routes, the Capri feels like a bit of a mixed bag. There's no denying that this dual-motor model is fast (0-62mph takes 5.3 seconds), but it struggles to disguise its weight.

It's not that it rolls around that much, but push too hard into a tight bend and the nose will wash wide. A gentler, 'slow in, fast out' approach is therefore rewarded, where the

“The ride is well judged for UK roads. Even deeper potholes don’t trouble it”

ESSENTIALS

Ford Capri Premium AWD 79kWh Extended Range

Price: £56,175 **On sale:** Now

Powertrain: 79kWh battery, 2x e-motors

Power/torque: 335bhp/679Nm

Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 5.3 seconds/111mph

Range: 346 miles

Max charging: 185kW (10-80% in 26min)

Size (L/W/H): 4,634/1,872/1,626mm

VERDICT ★★★⯪☆

THE new Ford Capri is, inherently, a decent car. It’s refined, quick and easy to drive, and the cabin is in a different league to the VW ID.5’s. But the Capri’s sweet spot lies lower in the range, with the single-motor RWD Extended Range edition, which offers a better range and adequate performance. As specified, that version could earn the electric SUV another half star.

Capri

he name and marvel at how
imagine the Volkswagen ID.5

rear motor is able to lock in and fire you out of the corner with impressive force.

The aforementioned B mode works well. It slows the car consistently and is easily accessible via the column-mounted gearshifter, so you can switch it on when you’re rolling around town, before letting the car coast on faster roads. As with VW’s ID models, there’s no one-pedal driving mode; the Capri can’t bring itself to a complete stop.

Finally, while practicality is reasonable, those seeking maximum headroom or bootspace should look at the boxier Ford Explorer instead. However, there’s more than enough room in the back for taller adults thanks to the flat floor, and the 572-litre boot swallowed a bulky off-road pram – with space beneath the floor for the charging cables.

DETAILS There’s not much evidence of the VW origins, with Ford’s impressive touchscreen and Sensico artificial leather boosting the interior

Cater CSR T

Alex Ingram

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AEX THIS is the new Caterham Seven CSR Twenty, a model that celebrates 20 years since the launch of the sports car maker's CSR chassis. Two decades seems like an awfully long time in automotive terms, but for a car that has existed with only incremental changes for almost 70 years, a significant overhaul in 2004 is actually quite a recent update, relatively speaking.

Back then, Caterham's plan was to retain the original Seven magic but bring it bang up to date. Following two years of work, which introduced a variety of aerodynamic, chassis and ergonomic improvements, the result was a car which offered a lot more sophistication without diminishing the excitement in any way. Certainly cause for an anniversary celebration, then.

It's arriving at an exciting time for the brand, following a recent move into a new facility in Dartford, Kent, enabling the team to up annual production by roughly 50 per cent compared with its former site. Among the many benefits is that the new base is equipped with a state-of-the-art paint booth, so Caterham now has a much greater scope for painting individual parts – such as the outer lips of alloy wheels, for example – than was possible before. While that hasn't been applied to the Twenty's 15-inch 'Vulcan' wheels, the quality of the new paint finish – completed in dark grey with a silver stripe – is clear to see.

Elsewhere, the other CSR cues remain. The vent on top of the engine cover, the squared-off wheelarches and small canards at the lower end of the nose section are all here. What is new for the latter of those is the finish; Caterham is using a satin coating for the exposed carbon-fibre parts, and this extends into the cabin.

The full dashboard span (the design is lifted from the most extreme 620 range) uses the same satin finish, interrupted by a series of analogue clocks plus some delightfully tactile toggle switches for all of the major controls. That obvious piece of carbon fibre aside, most of the remaining cabin surfaces are trimmed in soft leather and Alcantara. The CSR Twenty gets thicker carpet, too. By Caterham standards, it's positively decadent in here.

This special model is set apart from the rest of the Seven family by the red stitching and CSR Twenty lettering on the supportive seats that are more comfortable than the composite race seats in some other models. The four-point harnesses are a bit of a faff to use for on-road driving, but we're sure if you asked nicely, Caterham could swap them for regular seatbelts.

As the more luxurious cockpit suggests, the CSR Twenty has been designed to cater more for public roads, which is why the in-board front suspension and double-wishbone rear set-up is tuned towards its more compliant side.

However, Caterham hasn't held back on the powertrain. The 2.0-litre Ford Duratec unit is tweaked to 210bhp here – it's the same unit found in Caterham's 420 models. Unlike the 420 Cup, the Twenty uses a five-speed manual gearbox. It's the first time Caterham has paired this fairly muscular engine with the more relaxed chassis settings.

Turn the ignition key, make sure the immobiliser has disarmed, flick the lower right of the toggles and the engine sends a jolt through the cabin as it chunters into life. Despite the fact that all those trimmings make the CSR among the more hefty Sevens, it still weighs just 620kg. Shift the stubby lever into first and that lack of inertia is apparent as the Caterham rolls away with little effort.

The throttle response is absolutely instant, and with your right foot planted against the bulkhead, there's a whole lot of anger and drama to accompany the fairly startling speed at which the horizon is now approaching. On a dry road with warm tyres and a perfectly judged launch and gearshifts, it'll crack 0-60mph in just 3.9 seconds.

The CSR's chassis doesn't fight you quite as much as other Seven set-ups; it's more flowing over bumps, with less kickback through the steering wheel. That slightly calmer demeanour doesn't make it any less visceral, though; all it

"Climb aboard and, by Caterham standards, it's positively decadent in here"

DRIVING
Peak power of 210bhp is delivered at a screaming 7,600rpm – best experienced on dry surfaces

ham Seven wenty

FIRST DRIVE Celebratory model's upgrades are designed to boost its on-road appeal while retaining raw driver thrills

ESSENTIALS

Caterham Seven CSR Twenty

Price: £79,995 **On sale:** Now
Powertrain: 2.0-litre four-cylinder petrol
Power/torque: 210bhp/203Nm
Transmission: Five-speed manual, rear-wheel drive
0-62/top speed: 3.9 seconds/136mph
Economy/CO2: 21.9mpg/295g/km
Size (L/W/H): 3,360/1,700/1,115mm

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SEVEN
CSR
TWENTY

means is that you can carry even more speed, especially over uneven roads.

Our drive took place on a cold, damp day – not the ideal conditions for a car shod in track-ready Toyo R888R rubber. With no driving assistance whatsoever, it's possible to light up the rear tyres under acceleration and lock the front axle under heavy braking. Intense, yes, but it's the fact that there's so much feedback to everything that it feels like such episodes are entirely under your control; even slip and slide from the front and rear axles when cornering are down to how delicate or brutal your inputs are. Nothing else on the road can teach you car control like a Caterham, and we can't think of any more enjoyable ways to learn, either.

DETAILS

Vulcan alloys, dark grey paint, thicker carpet and comfortable seats set this special apart; just 20 units are being made for the UK

VERDICT ★★★★☆

CALLING any Seven comfortable and refined is a stretch, but the CSR Twenty is among the easiest of the breed to live with, while remaining more exhilarating than pretty much any other car. However, the 80 grand price tag will seem steep to some, especially when so many other models in the range have so much scope for customisation anyway.

25 FOR 2025

The next 12 months promise to bring an exciting array of fresh new cars. We take a peek at the big ones coming your way

Ellis Hyde
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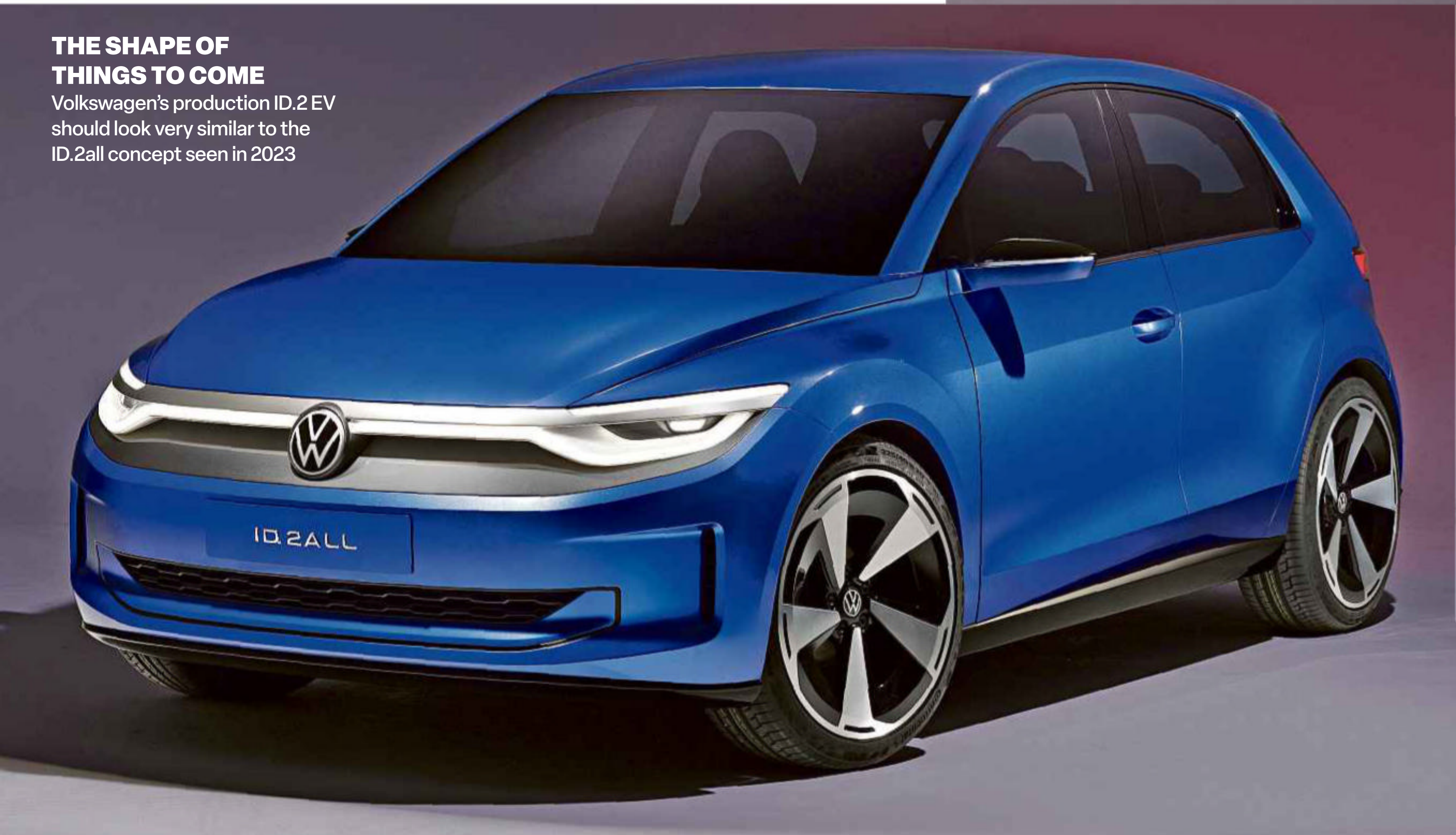
VOLKSWAGEN ID.2

VOLKSWAGEN declared in 2019 that it would launch an affordable electric car, and we should finally see the production model this year. It's been dubbed ID.2, and is likely to stay close to the looks of the 2023 ID.2all concept car we fell in love with, although we hear that the name ID.Polo could also be on the table to ensure that famous nameplate continues beyond the current car's 2030 timeline.

VW's design boss, Andreas Mindt, described the ID.2all as "an homage to the Beetle, Golf and Polo", with the all-electric supermini looking a lot like an evolution of the current Polo from more than a few angles. The interior is going to feature large screens of course, but there will also be physical switches and dials in response to customer feedback, with Mindt also telling us "we're getting rid of any hard plastics and upping the quality, while getting the price down". Words we like to hear.

> **"IT LOOKS ALMOST IDENTICAL TO THE ID.2ALL CONCEPT THAT WE FELL IN LOVE WITH AS SOON AS WE SAW IT IN 2023"**



THE SHAPE OF THINGS TO COME
Volkswagen's production ID.2 EV should look very similar to the ID.2all concept seen in 2023

A NEW year means an exciting and diverse plethora of all-new cars are headed our way. Here we've picked out the biggest models that will be hitting the streets or will be revealed in 2025.

This year looks set to be a year of new beginnings for some of the biggest car brands. BMW, Fiat, Jaguar, Mercedes and Volkswagen are launching their hugely important next-generation models, while others, such as Alpine and Kia, are stepping into uncharted territory in some interesting ways.

Unsurprisingly, EVs will remain the primary focus for many manufacturers this year, because Cadillac will be returning to our shores soon with a pure-electric line-up, and Suzuki is introducing its first zero-emissions offering: the e Vitara.

Buyers who want internal-combustion power won't be starved for choice, thanks to the eagerly anticipated Dacia Bigster and the next iteration of the popular Audi Q3. Plus the latest Citroen C5 Aircross, MINI JCW and Vauxhall Frontera will be offered with the choice of petrol or electric power.

So whatever area of the new-car market you're interested in, there's something for everyone – and this list of the newcomers proves it.

CITROEN C5 AIRCROSS

C5AIRCROSSCONCEPT

CITROEN continues to overhaul its line-up in the wake of the new C3 and C3 Aircross, with the next-generation C5 Aircross headed our way very soon. We're told the design will be incredibly close to the highly expressive concept the French firm presented at the 2024 Paris Motor Show, which shares a strong family resemblance with the smaller C3 Aircross that's also arriving shortly. The boxy SUV shape should provide lots of space, and while we haven't seen the interior yet, Citroen CEO Thierry Koskas promises it is "spectacular".

Underneath, the new C5 Aircross will use the same STLA Medium platform as the latest Peugeot 3008 and Vauxhall Grandland, so the selection of mild-hybrid, plug-in hybrid and pure-electric powertrains on offer should be identical too. As with its sister models, the all-electric version will be the main focus, and the longest-range variant should be capable of around 420 miles from a single charge.

> **"WHILE WE HAVEN'T SEEN THE INTERIOR YET, CITROEN CEO THIERRY KOSKAS PROMISES THAT IT IS SPECTACULAR"**

MERCEDES CLA

THE next-generation CLA is shaping up to be Mercedes' most important new car in a long while. The ultra-sleek saloon will be the first of what the marque is calling 'entry luxury' cars that are based on a new MMA architecture, with two SUVs and a shooting brake also in the works.

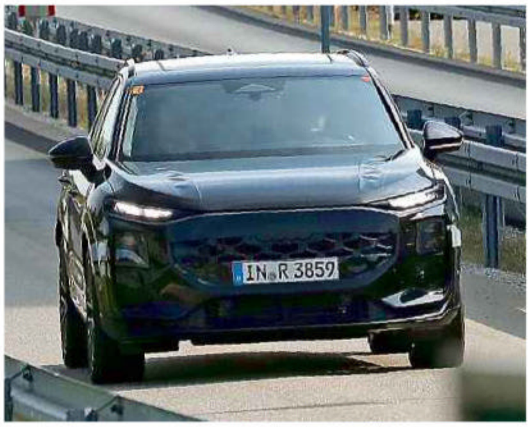
For the CLA, there will be a choice of mild-hybrid petrol power, or an all-new pure-electric powertrain that the brand developed from the ground up for its Tesla Model 3 fighter. Mercedes is promising the EV will "lead in its class in terms of range, efficiency and charging speed," thanks to an extremely efficient powertrain that could deliver an incredible range of approximately 466 miles.

An 800V electrical system will allow almost 250 miles of range to be added in around 15 minutes. Inspired by the Concept CLA Class seen in 2023, the road-ready model will arrive in March.

We've ridden it

Richard Ingram
Deputy editor

THE new CLA will usher in a new platform for Mercedes, and first impressions from the passenger seat were positive when we rode shotgun up a snowy mountain pass. The EV felt softer than a Polestar 2, and more refined than a Tesla Model 3. With EV and hybrid power, and no replacement for the A-Class in the pipeline, the new CLA is now more relevant than ever.



Automedia

AUDI Q3

THE next Audi Q3 should be unveiled early this year, before arriving in showrooms late in 2025 to take on its long-standing premium family car rivals, the BMW X1, Mercedes GLA and MINI Countryman.

We've spotted prototypes out and about testing, giving us a glimpse of the new, more aggressive design that appears to have borrowed some elements from the German brand's latest Q5 and all-electric Q6 e-tron models, such as the individual pixel-like segments in the headlights.

The new Q3 will be one of the last models Audi launches with an internal-combustion engine. The line-up should include petrol and diesel options, likely with mild-hybrid tech, plus the Volkswagen Group's latest plug-in hybrid powertrain already used by the new VW Tiguan and new Cupra Terramar.

LAND ROVER DEFENDER OCTA

WITH a 0-60mph time of 3.8 seconds, 626bhp and a price tag of up to £160,000, the Octa is undoubtedly the ultimate Land Rover Defender. Its 4.4-litre twin-turbo V8 is the most powerful engine fitted to the new-age Defender, and to ensure the chassis can handle the grunt, Land Rover has made extensive revisions, including upgraded Brembo brakes, faster steering, specially developed tyres and a fresh McLaren-style 6D Dynamics suspension system.

It combines air springs with hydraulically interlinked adaptive dampers that "virtually eliminate" pitch and body roll on tarmac, says JLR. Dynamic mode is optimised for on-road driving, but this 4x4 has been developed on rally stages to deliver serious off-road performance. Its 'Octa' mode activates a launch capability for full acceleration on loose surfaces, and slackens off the suspension for bombing around on gravel tracks or sand dunes.

We've ridden it

Ellis Hyde
News reporter

WE rode shotgun in the hulking 4x4 as it put on a show tackling the famous Goodwood hillclimb, accelerating ferociously and flying along the straights at stupendous speeds, thanks to its hugely powerful V8 engine. More impressive, however, is the way the Octa managed to seem controlled through corners as it crushed apexes under its wide tyres and enormous heft.

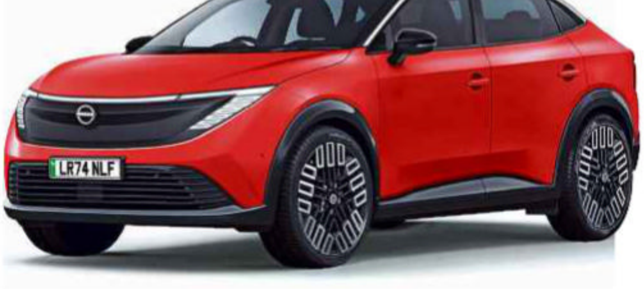
NISSAN LEAF

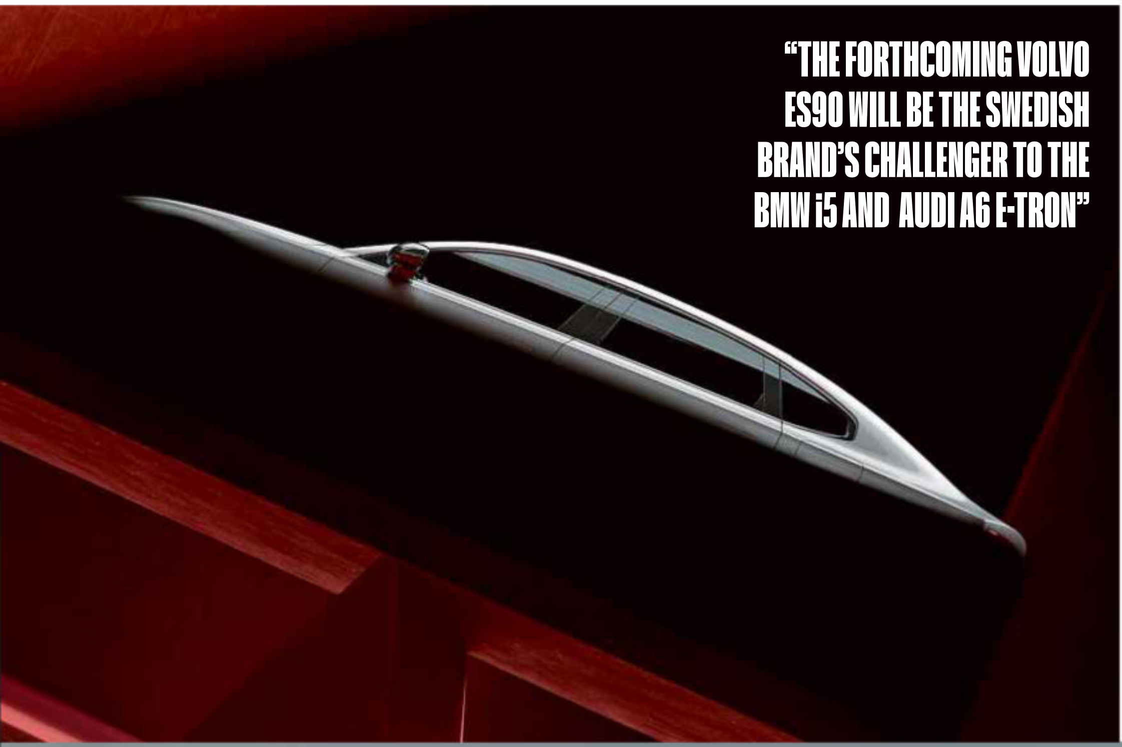
THE pioneering Nissan Leaf is going to transform from a family hatch into a stylish coupé-SUV – and our exclusive image shows you what it could look like. The design, including the very on-trend fastback shape, is influenced by Nissan's Chill-Out concept revealed way back in 2021.

Nissan's VP of design for Europe, Matthew Weaver, told us: "The new Leaf is going to be a triumph of efficiency and engineering. The Chill-Out concept was very clean, very cool, and those elements are still coming through on the production-ready version."

It will be built on the AmpR Medium platform used by the Nissan Ariya and Renault's Scenic and Megane. We're expecting the new Leaf to deliver close to 300 miles of range.

AEX EXCLUSIVE IMAGE
Pratyush Rout





“THE FORTHCOMING VOLVO ES90 WILL BE THE SWEDISH BRAND’S CHALLENGER TO THE BMW i5 AND AUDI A6 E-TRON”

VOLVO ES90

VOLVO axed the S60 and S90 last year, but that doesn’t mean it’s abandoning big saloons completely. The forthcoming Volvo ES90 will be the Swedish brand’s challenger to the BMW i5 and Audi A6 e-tron, and is being readied for a world premiere in March.

Official teaser images suggest the ES90 will have a sleek profile and sloped, fastback-style roofline, plus the same Lidar technology found on the EX90 seven-seat SUV that allows for advanced driver-assistance systems.

The ES90 will also use the same SPA2 platform as the EX90, meaning it could be powered by a 107kWh battery. A power pack that size in a sleek saloon would have the potential to offer more than 400 miles of range from a single charge.

RENAULT 4

FOLLOWING hot on the heels of the Renault 5 hatchback is the Renault 4. The baby electric SUV has a similar boxy shape to the popular original R4 from the sixties, and its design incorporates several familiar features, such as trapezoidal rear quarter windows, pill-shaped tail-lights and a wide horizontal front grille with a set of rounded headlights.

The reborn R4 measures just 4.14 metres in length – meaning it’s smaller than the brand’s petrol-powered Captur – yet Renault claims the newcomer is still “spacious and versatile enough to fit everyone’s needs”.

It uses the same AmpR Small platform that underpins the R5, and gets the same choice of a 40kWh (Urban) or 52kWh (Comfort) batteries, with the larger unit providing up to 248 miles of range. But the R4 will be the first of Renault’s EVs to feature one-pedal driving. We suspect prices will start from around £26,000, placing the R4 in between the R5 and larger Megane in the Renault line-up.

KIA PV5

KIA is bringing its knowledge and expertise of electric cars to the world of vans this year, with a range of purpose-built commercial vehicles that should have the Ford E-Transit family very worried. Leading the assault will be the PV5 panel van that will rival the Ford E-Transit Custom. However, we know there’s also going to be an MPV version that will be looking to give the Volkswagen ID. Buzz a run for its money.

While the VW is all about surfer-dude vibes, the PV5 will have a much more futuristic feel, as our exclusive image shows. The almost brick-like shape and huge wheelbase should ensure passengers have as much space as possible, plus sliding rear doors will aid access. Kia’s electric vans and MPVs will also come with the Korean company’s seven-year warranty.

AEX EXCLUSIVE IMAGE

Avarvarii

“KIA’S FORTHCOMING RANGE OF PURPOSE-BUILT COMMERCIAL VEHICLES SHOULD HAVE THE FORD E-TRANSIT FAMILY VERY WORRIED”

BMW iX3

YOU'RE going to hear the term 'Neue Klasse' a lot over the next few years, because it refers to the 'new class' or new generation of BMW models. And the very first will be the new BMW iX3 later this year. It will introduce a fresh design language and retro-inspired family face that will be shared with other Neue Klasse models coming soon.

We've already got a clear idea of what the iX3 will look like when it arrives, thanks to the Vision Neue Klasse X concept that was first presented in March 2024. The interior, meanwhile, will feature the next iteration of the German manufacturer's game-changing iDrive infotainment set-up.

The iX3 will sit on an all-new scalable platform that has been "uncompromisingly optimised for electric drivetrains", according to BMW. It will feature an 800V electrical architecture, which will allow for ultra-rapid charging speeds, as well as new battery technology that will offer 30 per cent more range than the company's current units.

THE FUTURE'S ORANGE
Genesis's GV60 Magma (centre) is set to kickstart a range of electric performance cars for the Korean firm

GENESIS GV60 MAGMA

BMW has the M division, Mercedes has AMG, and now Genesis plans to launch high-performance Magma versions of its line-up. Kicking things off is the flaming hot Genesis GV60 Magma that's due to arrive towards the end of the year.

It's likely to pack the same 641bhp powertrain as the closely related Hyundai Ioniq 5 N and Kia EV6 GT. However, Genesis vehicle development boss Tyrone Johnson told Auto Express: "We have a completely different brief and what we're trying to achieve is completely different from the Ioniq 5 N or EV6 GT."

While the GV60 Magma will have its own distinctive character, the concept version that appeared at the 2024 Goodwood Festival of Speed gives a clear idea of the other changes Genesis has planned for its high-performance newcomer. These include a wider track, lowered suspension, aggressive looks and a much sportier interior treatment, complete with a set of deep bucket seats.

FORD PUMA GEN-E

THE Ford Puma laid claim to the title of the UK's best-selling car some time ago and has refused to relinquish it, so the decision to make an all-electric version of the fantastic small SUV and broaden its appeal even further probably took all of about five minutes. Officially called the Ford Puma Gen-E – we're not sure why, though – it's a rival to the Jeep Avenger, Skoda Elroq and many others.

The EV's only obvious visual difference is a blanked-off grille panel, with a Mustang Mach-E-inspired black moustache. While not a bespoke EV, it gets 43 litres of storage under the bonnet, plus has a 523-litre boot with a 145-litre 'GigaBox' compartment. The Gen-E's 43kWh battery is relatively small, but provides 233 miles of range, or up to 325 miles of urban driving. Prices start from £29,995, and deliveries are due to begin in March.

"THE DECISION TO MAKE AN ALL-ELECTRIC VERSION OF THE PUMA PROBABLY TOOK ALL OF FIVE MINUTES"

SKODA ELROQ

WE love the Skoda Enyaq, so we're very excited for the long-awaited follow-up to finally arrive. The Elroq shares the same platform as its best-selling bigger brother, but has a bit more appeal as a compact electric SUV – giving the Hyundai Kona Electric and Kia EV3 something to worry about,

The newcomer's very attractive starting price of £31,500 undercuts both Korean rivals. The entry-level Elroq has a 52kWh battery that provides up to 232 miles of range, while the top-spec version can cover up to 360 miles thanks to its 77kWh battery.

Of course, there are plenty of Skoda's signature Simply Clever features on board, too, such as umbrellas stashed in the doors and a storage net on the underside of the parcel shelf that provides easy access to the car's charging cables. Genius!

> "THE ELROQ HAS A BIT MORE APPEAL AS A COMPACT ELECTRIC SUV - GIVING THE HYUNDAI KONA ELECTRIC AND KIA EV3 SOMETHING TO WORRY ABOUT"

We've driven it

Ellis Hyde
News reporter

WE drove the Skoda Elroq for the first time recently, and were impressed by the incredibly comfortable ride and quiet interior. While that was on smooth roads in Mallorca, we're confident it'll prove to be just as relaxing to drive on UK tarmac. Top-spec versions deliver hot-hatch levels of pace, but even the least expensive model has a decent amount of poke.

SUZUKI e VITARA

SUZUKI has jumped right in at the deep end with its first EV, because the all-new e Vitara is a small pure-electric SUV that will have to compete with a sea of very impressive rivals.

One standout feature is the option of AllGrip-e four-wheel drive, which uses dual motors to provide what's claimed to be "powerful performance" and extra traction in slippery road conditions. It's worth noting that the e Vitara's maximum range is just 248 miles – compared with a Kia EV3 that can cover more than 370 miles on one charge – and we weren't overly impressed by the practicality on offer when we examined the Suzuki.

That's despite it using a new dedicated electric platform called 'HEARTECT-e' that was jointly developed with Toyota, which is launching its own re-badged version of the EV that brings back the Urban Cruiser name and sports a sharper front-end design.

CADILLAC LYRIQ

AFTER nearly a decade's absence from the UK market, Cadillac is making a comeback with a pair of pure-electric SUVs that it hopes will be able to steal some sales away from German premium brands Audi, BMW and Mercedes.

Spearheading the American marque's return is the Lyriq, a sleek, sophisticated-looking large SUV that will be targeting the likes of the BMW iX. The Lyriq will come as standard with dual motors that deliver 520bhp, plus a massive 102kWh battery, which we're told will provide 329 miles of range from a full charge.

The interior's 33-inch OLED display stretches across the full dashboard, and the Lyriq's price tag is expected to be equally large, at £75,000. If that's too to steep for you, then the more compact and presumably less expensive Cadillac Optiq shouldn't be too far behind.

JAGUAR FOUR-DOOR GT

JAGUAR'S top-to-bottom revitalisation is all people can talk about at the moment, because one of Britain's bedrock car brands is going all-electric and moving seriously upmarket. With all its current models now out of production, Jag is preparing to launch three brand-new EVs, starting with a four-door GT that will have a £125,000 price tag and undoubtedly be the summer's blockbuster reveal.

The as-yet-unnamed GT will sit on a bespoke EV platform called the Jaguar Electrified Architecture, and use "game-changing" technology, according to execs we've spoken to. Executive director of vehicle programmes, Steve Marsh, also revealed it will cover an incredible 478 miles on a single charge, and for continent-crossing trips, drivers will be able to add 200 miles of range in only 15 minutes.

So far we've only seen a heavily camouflaged prototype of the newcomer with some traditional, low-slung proportions. However, the radical Jaguar Type 00 concept that was shown at the tail end of 2024 hinted at some of the finer details that the production car may feature.

"JAGUAR'S TOP-TO-BOTTOM REVITALISATION IS ALL PEOPLE CAN TALK ABOUT AT THE MOMENT, BECAUSE ONE OF BRITAIN'S BEDROCK CAR BRANDS IS GOING ALL-ELECTRIC AND MOVING SERIOUSLY UPMARKET"

MG ZS EV SUCCESSOR

THE replacement for the popular MG ZS EV has already been revealed in China as the MG ES5. It flaunts a clear family resemblance with the MG4 hatchback, as well as the Cyberster sports car, but adds a few elements of its own to give it a suitably robust SUV look.

MG's compact electric SUV should be arriving in UK showrooms early this year, potentially with a starting price below £30,000 to undercut key rivals from Kia and Skoda. It's still unclear what name this new model will use here, although we do know that it won't be called the ZS EV.

Precise technical details haven't been announced yet either, but considering it's based on the same Modular Scalable Platform (MSP) as the MG4, there's potential for the same wide selection of battery/motor combinations as in its award-winning electric sibling. That should mean the new SUV will offer a maximum range well in excess of 300 miles between charges.

POLESTAR 5

IT'S been five years since the dramatic Polestar Precept concept was revealed, but at last the Volvo offshoot is ready to launch its rival to the Porsche Taycan and Lotus Emeya: the Polestar 5.

Very few design changes have been made for the production model, and as with the concept, there is no rear window in an effort to maximise rear cabin space – just like the Polestar 4 coupé. But the concept's rear-hinged coach doors didn't make the cut. The interior, meanwhile, will feature extensive use of recycled and plant-sourced materials to burnish its environmental credentials.

Rather than using an existing architecture, the Polestar 5 has a bespoke extruded and bonded-aluminium platform that was created in the UK, where the EV was also developed. It features an 800V electrical system and some colossal power outputs of up to 874bhp and 900Nm of torque.

We've ridden it

Jordan Katsianis
Senior staff writer

UNLIKE the Polestar 3 and 4, which share their underpinnings with Volvo and Geely, the 5 is a bespoke, ground-up project and most acutely represents what the innovative Swedish brand has to offer. We've been for a ride in an early prototype and can confirm that it already feels like a giant leap ahead in terms of ride, handling and packaging.

MINI JCW

THE latest MINI Cooper was one of the most anticipated cars of last year, and is already proving to be very popular. Now the brand has injected some extra spice to create the new MINI John Cooper Works hot hatch, which for the first time is being offered with petrol and all-electric power.

The JCW Electric delivers up to 254bhp from its front-mounted e-motor, which is enough for 0-62mph time of 5.9 seconds – quicker than a Hyundai i20 N hot hatchback. And with its battery mounted low in the chassis, we're expecting impressive displays of agility from the JCW.

Meanwhile, the old-school petrol version gets a 228bhp 2.0-litre four-cylinder engine, paired exclusively with a seven-speed dual-clutch transmission. Buyers still have a choice of a hard-top or convertible bodystyle. Completing the package is a sportier chassis set-up, bodykit and interior treatment. Prices start from £32,600 for the petrol JCW and £39,000 for the EV version.

DACIA BIGSTER

IF the Dacia Duster isn't quite practical enough for you or your family, but you love its square-jawed looks, the Dacia Bigster might be the solution.

It's the firm's first mid-size SUV and will rival the Nissan Qashqai and Kia Sportage. Dacia says it's worked hard to provide the level of refinement, space and kit that customers expect from a family SUV. We were hugely impressed by the amount of space inside when we looked around the Bigster last year, plus the 667-litre boot is bigger than key rivals'.

The engine line-up consists of a mild-hybrid petrol, available with front or four-wheel drive, and an all-new full-hybrid powertrain that can return up to 57.6mpg and allows for pure-electric driving around town. The Bigster is due to go on sale soon, and prices will start from well under £30,000.

GOING BIG
Hyundai's new range-topping seven-seat SUV should offer up to 385 miles of range and cost from £65,000

HYUNDAI IONIQ 9

AS well as introducing its smallest electric car yet (the quirky, but frankly adorable Inster), Hyundai is also preparing to launch its largest EV: the seven-seat Ioniq 9. This five-metre-long behemoth is the futuristic-looking, zero-emissions alternative to the Hyundai Santa Fe, and sister car to the award-winning Kia EV9.

The two imposing electric SUVs use the same E-GMP platform, but the Ioniq 9 features a bigger 110.3kWh battery, which combined with its surprisingly slippery design, provides up to 385 miles of range.

The Ioniq 9 has a fresh, tech-filled interior, including dual 12.3-inch displays housed in one curved panel, active road-noise cancellation and an AI assistant. Six and seven-seat layouts will be available. Prices are expected to start from £65,000 when order books open later this year.

We've driven it

Richard Ingram
Deputy editor

SEVEN-seat EVs remain few and far between, but we came away impressed by the spacious Ioniq 9 when we drove a prototype at Hyundai's Californian test centre late last year. The car is clearly set up for comfort, with a compliant ride and light steering, but it still felt stable at high speeds and quiet on the move. A full verdict will need to wait until later in 2025.

CUPRA RAVAL

THE Cupra Raval is one of several models coming soon based on the Volkswagen Group's new MEB Entry platform, including the VW ID.2 featured on page 26. Cupra's electric supermini is named after a district in Barcelona, and should look nearly identical to the concept versions we've seen.

That means the Raval will have deeply scalloped surfacing and aggressive lines in keeping with Cupra's sporty image, plus some of the firm's signature styling cues, such as copper detailing.

The Raval will measure just over four metres long and have five-door practicality. It'll be front-wheel drive with more than 200bhp, and boast up to 270 miles of range in the right guise. Although pricing won't be confirmed for a while yet, we expect it will start from around £25,000.

FIAT
FI-001 AT
PANDA

"THE HANDIEST FEATURE ON THE GRANDE PANDA IS THE RETRACTABLE CHARGING CABLE HIDDEN IN THE NOSE OF THE EV"

FIAT GRANDE PANDA

IT'S been more than a decade since the outgoing Fiat Panda was launched, so a replacement was long overdue. And finally, the new Grande Panda is here. This is the boxy, very funky sister model of the reigning Auto Express Car of the Year, the Citroen e-C3, and the first in a new family of Panda-inspired models. The retro-futuristic design borrows cues from the original Panda from the eighties, as well as the more rugged Panda 4x4.

The interior is equally quirky. There are more square elements inside, along with some very bright colour combinations and a selection of interesting materials, such as bamboo fibre across the dashboard. There's lots of storage, too, but the handiest feature on the Grande Panda by far is the retractable charging cable hidden in the nose of the EV model. Hybrid versions will be available as well.

ALPINE A390

ALPINE is expanding its repertoire beyond sports cars and hot hatches, with plans to launch three new electric SUVs by 2030.

The first to arrive is the Alpine A390: a 'Sport Fastback' that will have the Porsche Macan Electric in its sights, and will look very much like the A390_β concept revealed a few months ago. Its chiselled, athletic design is totally different to the performance brand's existing models, while the driver-focused cockpit takes inspiration from Formula One.

We're waiting to see the production-ready design, but we know that underneath is the Renault Group's AmpR Medium platform, which until now has been used in family cars such as the latest Scenic and Megane. Unlike them, the A390 will be come with a tri-motor powertrain and a torque-vectoring system.

VAUXHALL FRONTERA

VAUXHALL has revived the Frontera name for an all-new compact SUV that's focused on versatility and affordability. With a boxy SUV shape, up to seven seats and a potential luggage capacity of nearly 1,600 litres, it's practical, too.

Both pure-electric and petrol-hybrid versions start from £23,495 – genuine price parity. The hybrid has a 1.2-litre three-cylinder petrol engine and a 28bhp electric motor integrated into the six-speed dual-clutch automatic gearbox. The EV gets a 44kWh battery and 111bhp e-motor, which provides up to 186 miles of range, but a Long Range version is coming soon.

We've driven it

Alastair Crooks
Senior news reporter

THE Vauxhall Frontera is a car we've been crying out for. It's big enough to suit the needs of most families, has all the kit you could need and looks the part. It might use Stellantis' new budget-focused 'Smart Car' platform, but it feels grown-up, with good road manners and refinement. Factor in the price tag and it would appear Vauxhall has a class-leading contender.

MINI's Aceman and Alfa Romeo's Junior are aiming to make a splash in the compact electric SUV segment. Have they got what it takes?

ACE IN TH

ESSENTIALS

	MINI Aceman	Alfa Romeo Junior
Price:	£ 34,000	£33,895
Powertrain:	1x e-motor, 54.2kWh battery, 215bhp	1x e-motor, 54kWh battery, 154bhp
0-62mph:	7.1 seconds	9.0 seconds
Test efficiency:	3.5 miles/kWh	3.6 miles/kWh
Official range:	244 miles	255 miles
Annual VED:	£0	£0

Pete Gibson

HE PACK?

MINI ACEMAN vs ALF

Compact EV rivals determined to bring buyers upmarket options

BUYING a big, posh SUV these days is child's play. If you want something tall and battery-powered, most premium brands will have a model to tempt you.

But finding a compact EV with a bit of prestige can be hard. There are a bunch of options from mainstream car makers these days – and thankfully they seem to keep getting cheaper – but mixing small and posh together tends to take a little more effort.

MINI was one of the first premium small-car brands to go electric, and the new Aceman is the third EV to join its range. It's pitched as a compact crossover, sitting below the existing Countryman and above the Cooper Electric three-door hatchback, but does it share the same appeal as those models?

Alfa Romeo hasn't produced a small car since the demise of the MiTo in 2018 and the larger Giulietta two years later. The brand's first electric car sits between those two in terms of size. The all-new Junior has the style and the badge appeal to take on the MINI Aceman and give buyers in this segment an emotional reason to buy a compact electric crossover. We pitch Aceman and Junior head to head to find out which nails the brief best.

HEAD TO HEAD

ON THE ROAD

BASED on pure numbers, these two are evenly matched. The MINI's 54.2kWh battery is a negligible 0.2kWh larger, but the Alfa can charge at 100kW, which is 5kW up on its rival.

The big difference is the motor; the MINI's 215bhp unit is comfortably up on the Junior's 154bhp. That's enough for a 1.9-second difference in 0-62mph times in the Aceman's favour, which covers the sprint in an impressive 7.1 seconds.

TECH HIGHLIGHTS

TRUE to current MINI family form, the Aceman is incredibly sharp and darty to drive. However, this comes at the expense of a harsh ride quality, which even many hot hatch drivers will probably find a bit much.

In a list of great driver's cars from Alfa, the Junior won't trouble the top 10, but its balance between ride and handling is among the best in this class. Its steering feels more natural than the MINI's, too.

PRICE AND RUNNING

A £99 three-year service deal and the minimal costs to charge an EV make the Junior cheap to run. The MINI was a 0.1 miles/kWh less efficient than the Alfa on test and a little costlier to service, but it's still cheaper to run than a similarly sized petrol car.

While some EVs have a reputation for hefty depreciation, that isn't the case with either car here. The Aceman in particular has superb residual values.

A ROMEO JUNIOR

CONTENDERS

MINI Aceman

THE Aceman is hard to pigeonhole within the MINI range, because at first glance it seems little different from the five-door hatchback in size, yet bears a different name and chunkier, SUV-inspired look.

The difference is in the powertrain; the Aceman is all electric, while the five-door hatch is petrol-only. What adds to the confusion is the fact that the three-door MINI is available with petrol and electric power, but despite looking nearly identical inside and out, the two models are based on completely different structures.

Alfa Romeo Junior

SINCE falling under Stellantis ownership, Alfa Romeo seems to have been rather neglected beside some brands in the group's vast empire, which means the Italian manufacturer has arrived rather late to the EV party.

With the new Junior, Alfa is determined to prove to its die-hard petrolhead fans that a stylish, compact EV can coexist alongside its superb performance offerings, such as the Giulia Quadrifoglio. If the Junior cuts the mustard, a small, premium EV parked alongside a V6-powered super-saloon sounds like an ideal two-car garage to us.

PRACTICALITY

NEITHER car is the most spacious for the money, but the Alfa is the more practical car here.

Rear headroom is impressive, but the Aceman trails its rival for kneeroom and shoulder space, and there's a bigger disparity further back, where the MINI's 300-litre boot is 100 litres short of the Junior's. Both are compact on the road, with the Aceman barely four metres long and the Alfa less than 10cm longer.

SAFETY

EURO NCAP has yet to test either car, so while we can't comment directly on their own performances, we can look at the Alfa's mechanically similar Stellantis stablemates. The results have been a little underwhelming; the Jeep Avenger scored a three-star NCAP rating.

We have no data to go on with the Aceman just yet, but MINI generally performs well in NCAP tests.

OWNERSHIP

ALFA Romeo, and the Stellantis brands in general, have been showing a steady improvement in customer satisfaction ratings over the past few years. Alfa finished fifth in our Driver Power survey for brands in 2023, and 13th this year is still a strong result.

MINI buyers haven't been so impressed with the brand in recent times, and while a 20th-place finish is not disastrous, it puts the firm in the bottom half of the table.

FOR its electric future, MINI has moved its model range in a slightly different direction. Previously, the intriguing but slightly impractical Clubman estate sat between the traditional MINI hatchback and the Countryman SUV, but now the Aceman adopts a more popular compact SUV shape in order to take the fight to the huge range of alternatives.

ENGINES & PERFORMANCE 4.5/5★

THE best part of the MINI's driving experience comes from the powertrain. From behind the wheel of the SE model, which uses a single electric motor with 215bhp and 330Nm, performance is better than pretty much anything else in the class.

Even though the front tyres can scrabble around for traction slightly in the wet, the Aceman is able to deploy its fairly significant power output much more cleanly than most other front-wheel-drive EVs.

The entry-level powertrain is almost as sprightly in the real world, too. The base model – badged the E – has slightly less power, at 181bhp, but thanks to a lighter 38.5kWh battery, gets within 0.8 seconds of the SE's 7.1-second 0-62mph sprint time. However, that smaller battery also trims the E version's official range from 244 miles down to 192 miles between charges.

A range-topping John Cooper Works gets the bigger battery option and a serious turn of speed, thanks to a 254bhp motor. This cuts the 0-62mph time to just 6.4 seconds.

DRIVING 3.8/5★

EVERYTHING that the Aceman does well on the road comes with the big caveat 'for its weight'. The MINI's handling is fairly sharp by the standards of this class, but it comes at the expense of a ride that's far too firm for a five-door hatchback.

AROUND TOWN: Lively performance, great brake pedal feel and quick steering all make the Aceman an ideal companion for driving around town. Unfortunately, this is all undone by the unnecessarily stiff ride comfort. It's no firmer than the smaller Cooper Electric, but it seems slightly more forgivable in that car, because practicality is not such a consideration – family cars don't need to ride like this.

A & B-ROADS: For a long time, MINI has promoted its 'go kart handling' characteristics with firm suspension set-ups that minimise body roll. While that almost works on a 10-year-old MINI Cooper S that weighs not much more than a tonne, on the 1,800kg-plus Aceman, it only really gives a thin veneer of fun, which is promptly undone, thanks to the car's hard ride. The weight is masked by overly sensitive steering, which points the Aceman's nose at a corner with plenty of enthusiasm, but with little in the way of feel or feedback. There are few cars in this class that could cover ground so effectively, but the MINI still isn't particularly thrilling.

MOTORWAY: Even at high speeds, the suspension never fully settles down, but otherwise the Aceman's impressive stability and performance make it a solid long-distance cruiser.

MPG & RUNNING COSTS 4.2/5★

WE'LL need to revisit the Aceman in the summer to see if it lives up to some promising efficiency numbers, but its charging speeds are a little underwhelming.

EV RANGE/ BATTERY/CHARGING We tested the Aceman in cold conditions, which aren't particularly flattering for an electric car, so while we'll reserve our final judgement until we can try the car in warmer weather, it's safe to assume that our efficiency figure of 3.5 miles/kWh is towards the more pessimistic end of what the car is capable of.

It's marginally better than figures we achieved in the Renault 5 and Kia EV3 in similar conditions, but just a smidge behind the Alfa Romeo Junior. Out test figure suggests that the MINI can cover 170 miles between charges, but based on our encounter with the regular MINI Cooper Electric in warmer weather, we'd estimate a range closer to 240 miles should be achievable in summer.

For a brand-new car wading into this price point, especially one from the BMW group that has some of the best EV tech in the business, the Aceman's maximum charging rate of 95kW is a little disappointing. For similar money to the Aceman, the Kia EV3 can charge at up to 127.5kW, and even the cheaper Renault 5 can be topped up at 100kW.

TAX Until April 2025, electric vehicles don't have to pay a penny in Vehicle Excise Duty (aka road tax) , which makes the Aceman cheap to tax for at least a few months.

INSURANCE The lowest insurance costs come at the bottom of the Aceman range, with the base model starting at group 20. The SE powertrain in Exclusive trim pictured here sits at group 24, while the John Cooper Works climbs to group 28.

DEPRECIATION Residual values have always been a MINI strong point, and in a segment where many EV rivals depreciate heavily, the

MINI AC

New MINI replaces Clubman as a

MINI
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MODEL TESTED:
MINI Aceman SE Exclusive

PROS	CONS
Strong performance	Bouncy ride
Class-leading cabin	Numb steering
Fantastic residual values	Expensive

TESTER'S NOTE

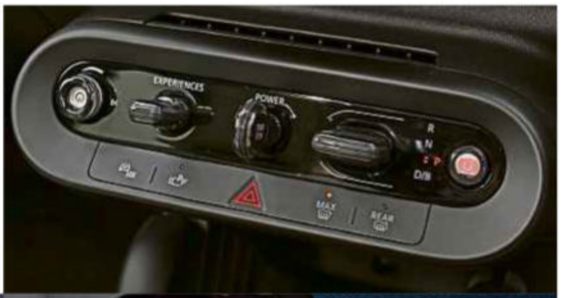
THERE have been a number of cars in MINI's recent past that, while looking undeniably unique, have felt a little fussy when it comes to detailing. The Aceman, and the smaller Cooper Electric, have introduced a new design direction, which aims to address this. "Charismatic Simplicity" is intended to pare back unnecessary add-ons and focus on the features that make MINIs so distinctive. It's clearly evident on the smaller hatchback, while the Aceman adopts a similar principle, but interpreted in a more squared-off SUV way.

Alex Ingram
Chief reviewer

CEMAN

more SUV-styled offering

CABIN
Physical controls on the dash are limited to a panel under the round infotainment screen. Overall material and build quality is high



> **"EVERYTHING THAT THE ACEMAN DOES WELL ON THE ROAD COMES WITH THE BIG CAVEAT 'FOR ITS WEIGHT'"**

Aceman's residuals are superb. Depending on trim level, it's predicted to maintain between 55.9 and 60.5 per cent of its original asking price over three years or 36,000 miles. Those figures are better than most new petrol or diesel cars available for similar cash.

INTERIOR & TECHNOLOGY 4.5/5★

ACEMAN'S tech-laden cabin design stands out from the crossover crowd, and it feels more expensive than most cars at this level, too.

DESIGN FRONT SPACE With an ever-increasing trend towards touchscreens, some manufacturers manage to introduce minimalism better than others, and the Aceman is one of the best examples out there.

The cabin is almost identical to the smaller MINI Cooper Electric, but you won't hear us complaining about this. The round, central touchscreen with a bare minimum of physical controls below it is a fantastic modern take on the original Alec Issigonis Mini, and the use of fabric across the dashboard is enhanced further by the ambient lighting, which plays with the textures at night.

Our one wish would be to reintroduce physical climate controls and take them away from the touchscreen. However, this is a common gripe that we have with almost every model that has such a set-up.

QUALITY Buyers coming from the old car might miss the wonderfully tactile quality of the artificial chrome switchgear compared with the more pared-down finish of the current car, but otherwise the new model feels wonderfully plush and solid beside most rivals. The one exception inside is the driver's central armrest, which looks very cheap.

TECH AND INFOTAINMENT That central touchscreen displays the car's main driving functions, but we found the sideways glance needed to double check our speed on the move was little hardship.

It's even less so if you go for the optional Level 2 package or above, where a head-up display projects the key information onto the windscreen clearly in the driver's eyeline.

PRACTICALITY 3.0/5★

FOR the money, the Aceman is fairly cramped compared with the alternatives on offer. Even by supermini standards, it's nothing special – never mind when up against the crossovers that it aims to compete with.

FRONT SPACE The uncluttered dashboard and high driving position give Aceman drivers a great view of the road ahead, although the rear window is a little small, so there's not too much to be seen through the rear-view mirror.

When the Aceman is fitted with a huge panoramic sunroof – which comes as part of the optional £4,000 Level 2 package – the cabin feels incredibly light and airy.

REAR SPACE At 4,079mm long, the Aceman is best considered as a supermini rather than a compact SUV. Even with that in mind, it's not particularly impressive when it comes to overall accommodation.

Rear headroom appears good for a car in this class at first, but it comes at the expense of a seat base which is set too close to the floor. This forces the passengers' legs away from the seat cushion and takes away under-thigh support as a result.

Kneeroom is on the tight side too, and things are not particularly comfortable when travelling with three abreast – at least for the middle passenger, because that centre seat is high-set and narrow.

That aside, the outer seats are more supportive, and although the door bins are a little small, the rear occupants benefit from similar fabric trimmings on the door panels to the front ones, so they don't feel like they've been overlooked in terms of quality, as is the case in so many other small cars.

Fitting a child seat is fairly easy, because the Isofix mountings are very easy to reach behind folding clips.

BOOT SPACE A 300-litre boot is much better than the three-door MINI Cooper can muster, but it's not as large as many other cars that take up a similar footprint. Even fully electric superminis such as the Peugeot E-208 hold a slight edge (311 litres) on the Aceman, while more SUV-shaped rivals can be significantly bigger – the Alfa Romeo Junior offers 100 litres more than the MINI.

Drop down the Aceman's 60:40-split rear seat backs, and that space grows to 1,005 litres, and gains marks for leaving an almost completely level load area.

RELIABILITY & SAFETY 4.0/5★

WITH the Aceman's Countryman big brother achieving five stars in the latest Euro NCAP tests, we'd have high hopes for MINI to deliver a similarly safe car here, too. Lane-keep assist, blind-spot detection and a reversing camera are standard safety features that are fitted throughout the Aceman range.

Our 2024 Driver Power satisfaction survey saw owners vote MINI the 20th best brand out of 32 manufacturers. That's still below mid-table in the standings, but it does mean the British manufacturer beats the likes of Audi (27th) and Mercedes (25th).

ACEMAN S
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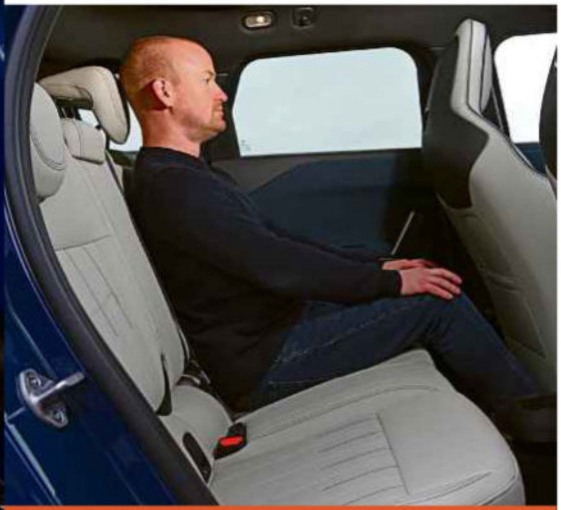
INTERIOR

Minimalist cabin is well made, with ambient lighting effects built into the dash. Head-up display is part of the £2,000 Level 1 pack

REAR SEATS

Headroom in the back is okay, but low seating position means passenger's legs are pushed upward and away from the base cushion



TESTER'S NOTE

THE Aceman is available in three design themes. The entry point is Classic, which has 17-inch alloys, a grey cloth interior and a very limited exterior colour palette of just white, silver or black paint.

The Exclusive in our pictures adds some colour by dropping the silver and adding reds, greens and blues, plus gold highlights and 18-inch wheels. The blue multitone roof on our test car, which looks like a bad respray job, is fortunately just an option. The Sport model goes for a more menacing look, with black wheels and trims.

Alex Ingram
Chief reviewer

PRACTICALITY

The Aceman's 300-litre boot (above) comfortably trumps the MINI Cooper E hatchback's 210-litre capacity, but it's exactly 100 litres shy of the Alfa Romeo Junior's load bay volume

> "THE UNCLUTTERED DASH AND HIGH DRIVING POSITION GIVE ACEMAN DRIVERS A GREAT VIEW OF THE ROAD"

WARRANTY 3.8/5★

AS with every other new MINI, the Aceman gets a three-year, unlimited-mileage warranty. While that's a little below the standard of some rival manufacturers, the three-year breakdown cover is better than many alternatives offered at this price point.

SERVICING 4.2/5★

MINI's Service Inclusive package is available for the Aceman from £512 for four years of cover. That looks like good value at first glance, but it's £126 more expensive than the MINI Cooper Electric, which is almost identical mechanically.

On the brand's electric vehicle line-up, Service Inclusive covers all vehicle service checks, along with brake fluid and filter replacements for the duration of the package. ▶

WHAT'S in a name? Well, in the case of the Junior, quite a lot more than for most new cars. It was originally meant to be called Milano, but the plan was hastily, and slightly awkwardly, changed when the Italian government's 'Made in Italy' rules forced the brand to choose something slightly less patriotic. This was because the newcomer would not be manufactured in its home country, but in the same Polish factory that also produces the Fiat 600 and Jeep Avenger.

The decision, instead, was to lead with Junior. The name had been previously used on the Alfa GT Junior – the iconic sixties and seventies coupé that was the entry point to the 105 and 115 series models.

But the historical links don't end there. Each of the current model's powertrains is named after its metric horsepower output, which coincidentally comes to 156 – the number applied to Alfa Romeo's eye-catching 156 saloon of the late nineties.

ENGINES & PERFORMANCE 4.2/5★

AS standard, the Junior range comes with the familiar Stellantis EV powertrain, which uses a front-mounted motor producing 154bhp and 265Nm of torque. Some modern EVs have caused us to rein in our expectations of performance in this segment. On paper, the nine seconds it takes for the Junior to cover the 0-62mph dash is behind plenty of the competition, but in reality it's more than enough for the average compact SUV buyer.

Even if you do yearn for a little more performance, though, Alfa Romeo has you covered. The Veloce model ups the ante with 276bhp on tap, which is enough to slash that 0-62mph benchmark to just 5.9 seconds. That's a full 0.5 seconds quicker than the MINI Aceman John Cooper Works can achieve.

DRIVING 4.2/5★

THE Junior is not outstanding to drive, but it's perhaps a reflection of so many mediocre rivals that it still ranks right towards the top of the class when it comes to the compromise between ride and handling.

AROUND TOWN: There's an underlying firmness to the Junior's ride, but rather than being unnecessarily harsh, as with the MINI, it's just enough to feel appropriate for a car built by a sporting brand like Alfa Romeo. The throttle pedal is fairly smooth and easy to modulate, but we're not fans of the brake. Pressing on the left pedal feels soft and spongy; while overall stopping power was okay, it still didn't leave us with very much confidence.

A & B-ROADS: For the most part, the Junior is a car that can settle into a pleasing flow along a back road rather than one that you'll relish taking for a Sunday morning blast.

The steering is precise and well weighted, and its response isn't quite as sharp as its bigger rangemates, the Giulia and the Stelvio; and this seems appropriate for how the chassis responds.

The Junior is still hefty for a small car, but is lighter than many other of its electric rivals, so although the Alfa Romeo doesn't feel agile as such, it's certainly not as flat-footed as some of the competition.

MOTORWAY: At speed, the ride settles down nicely, and the Junior is a fairly composed and capable car on a long-distance cruise. Overall road noise isn't much more audible than in the likes of the MINI Aceman, and most of the sound that can be heard seems to be more prominent from the rear axle than the front.

MPG & RUNNING COSTS 4.4/5★

BARGAIN service plan prices and well above-average residuals should make the Junior among the cheaper cars to run in this class.

EV RANGE/ BATTERY/CHARGING Our time with a Junior was during a cold period that, combined with plenty of motorway mileage, wasn't the most beneficial for an electric vehicle's range. So even with the help of its standard-fit heat pump, we can suggest that the 3.6 miles/kWh we achieved isn't a particularly flattering reflection of what Alfa Romeo's first EV can achieve.

We've been running a mechanically similar Peugeot E-2008 on our long-term test fleet, and have averaged 4.1mi/kWh in warmer and more urban conditions. Even so, that figure for the Peugeot throws up a real-world range of 209 miles, which still isn't outstanding and is some way short of the official 255-mile claim.

For roughly £1,000 less than the base Junior, the Kia EV3 offers a marginally better range, but for the price of this mid-spec Speciale trim, the EV3's range climbs to 372 miles – a number which even in poor weather gets close to 300 miles in the real world.

The Kia is quicker to charge, too. Although its 128kW maximum rate isn't exactly outstanding, the figure still comfortably beats the Alfa (100kW), which itself is slightly quicker than the MINI (95kW).

TAX Thanks to its low Benefit-in-Kind (BiK) rating, the Junior would make for an ideal company car. Even higher-rate income tax payers would face deductions of just £285 for the 2024/25 financial year.

However, these BiK rates are set to gradually increase over the coming years, so that

> "WHILE THE ALFA ROMEO DOESN'T FEEL AGILE AS SUCH, IT'S NOT AS FLAT-FOOTED AS SOME OF THE COMPETITION"

ALFA R

Italian brand's first EV aims to w

BEHIND THE WHEEL
Precise and well weighted steering makes the Junior fun to drive on an A-road

MODEL TESTED:
Alfa Romeo Junior 156 Speciale

PROS	CONS
Well judged ride and handling	Spongy brake feel
Low running costs	So-so cabin space
Smart cabin	Stellantis parts bin interior pieces

TESTER'S NOTE

THERE are small things that can make a car much easier to live with, and sometimes it feels like an Alfa Romeo wouldn't be an Alfa without some slightly irritating omissions.

Take the charge port, for example. It's placed on the rear wing like many petrol and diesel filler flaps, and most cars include a handy arrow on the instrument panel to tell you the side it's on. The Junior doesn't, but for the sake of usability it seems to me like it couldn't have been all that hard to just include one anyway.

Alex Ingram
Chief reviewer

OMEO JUNIOR

oo compact SUV buyers looking for some sporty fun

DESIGN
The Junior stands out visually in a crowded market, but also feels sufficiently different to its Stellantis counterparts inside

READY
POWER
ECO
CHARGE
211
85%

> "FOR THE MOST PART, THE JUNIOR IS A CAR THAT CAN SETTLE INTO A PLEASING FLOW ALONG A BACK ROAD"

number will go up to £428 in 2025/26 and £570 the following financial year.

INSURANCE Junior models fitted with the 154bhp electric motor sit in group 23 insurance, while due to the extra 81bhp of the Veloce, its grouping climbs to 34.

DEPRECIATION Whichever version of the Junior you choose, it's expected to maintain just over 52 per cent of its original value after three years or 36,000 miles.

While that isn't quite as strong as the MINI Aceman's residuals, it's still significantly better than many of the other small Stellantis electric vehicles that are almost identical to the Alfa Romeo under the skin.

The Jeep Avenger holds onto roughly 48 per cent, while the Peugeot E-2008 will retain just 36 or so per cent – an eye-watering loss of value in a short space of time.

INTERIOR & TECHNOLOGY 4.3/5★

A SPORTY driving environment is exactly what we hoped for from the Junior, and it's managed to deliver the goods.

DESIGN FRONT SPACE The red-and-black theme of the Junior's cabin feels totally on-brand for Alfa Romeo, while the high centre console and driver-angled dashboard add a feeling of sportiness that few of its rivals can match. The steering wheel is as great to hold as it is to look at, and the subtly glowing Alfa Romeo logos in the round air vents are a neat touch.

It's just a shame that there are so many parts that have been clearly lifted from other Stellantis products; the starter button, drive-mode switch and gear selector are easy to spot from any number of other Peugeots, Vauxhalls and Jeeps. Even the fonts haven't changed; it's something of a letdown in a cabin that otherwise feels fairly special.

QUALITY Hard plastics feature a little more frequently inside the Junior than they do in rivals such as the MINI Aceman, but curved panels and material-trimmed sections mean that anyone coming to the car from a Giulia or Stelvio won't feel short-changed.

TECH AND INFOTAINMENT The Junior breaks a long-time Alfa Romeo tradition of a pair of gorgeous, round analogue dials ahead of the driver by having a 10.25-inch digital driver's display instead. It still sits beneath deep cowlings in the dash, though, and it's even possible to mimic a classic instrument panel arrangement for a more authentic feel.

What we didn't like so much is that the levels for the DNA drive modes are brighter than those for the DNR letters which denote Drive, Neutral and Reverse. We did on occasion confuse ourselves by reading the wrong letters during low-speed manoeuvres, and not being certain about which gear we were in as a result.

PRACTICALITY 3.9/5★

THE Junior isn't a class-leader when it comes to back-seat space, but the boot volume is above average among its competitors.

FRONT SPACE The front seats feel supportive and offer a wide range of adjustment, and the telescopic adjustment on the steering wheel lets the wheel come out very far, so it's not hard to find a comfortable driving position.

Over-the-shoulder visibility is a little compromised by the small side rear windows and thick C-pillar, and the high base of the back window line means that there's not much to see when you look through the rear-view mirror, either.

When it comes to storage, there are some neat modular cup-holders in the large area between the front seats, while the door bins are a decent size. The position of a fuse box means that the glovebox is in effect halved from the size you might expect.

REAR SPACE By the overall standards of the class, the Junior's cabin space is a little compact. Kneeroom is reasonable with four adults on board, but headroom is a little tighter than in some rivals, too. It's got the beating of the MINI Aceman, but if space for passengers in the back seats is a priority in an EV of this size, then an alternative such as the Smart #1 is a better bet.

BOOT SPACE A 400-litre boot is a little above the average for cars in this class, and that number expands to 1,265 litres with the rear bench folded down.

A false load bay floor allows users to either create one large storage area, or a smaller boot that has a flat loading area to the load bay opening with space underneath to store the car's charging cables. Unlike some competitors, there's no additional cable storage under the bonnet.

RELIABILITY & SAFETY 4.3/5★

IN the last few years, Alfa Romeo has emphatically refuted its stereotype for poor customer satisfaction, with scores in our Driver Power owner satisfaction survey ranking the brand well above the ratings of the German premium makers.

While finishing 13th overall in the 2024 poll didn't quite live up to the level of the superb fifth-place result the Italian manufacturer

CABIN

A red-and-black theme underlines Alfa's sporty traditions. The digital dash can be customised to ape the brand's old-school twin analogue dials

REAR SEATS

Kneeroom is reasonable, but headroom is tighter. The Junior beats the Aceman for passenger space in the back, however

TESTER'S NOTE

IN order to encourage buyers to get behind the Junior as soon as possible, Alfa Romeo has launched its new model with a very tempting PCP finance deal.

At the time of writing, it's possible to take out a PCP on the Speciale model on zero per cent finance – as long as you're able to pay a 20 per cent deposit up front.

Not only that, but Alfa Romeo offers buyers a free (up to the value of £999) EV home charger installation through Octopus Energy, too.

Alex Ingram
Chief reviewer

FEATURES

Every version of the Junior gets a 10.25-inch infotainment touchscreen (above, centre) that features Apple CarPlay and Android Auto. The 400-litre boot (above, right) is above the class average and easily beats the MINI's 300 litres

> "A SPORTY DRIVING ENVIRONMENT IS WHAT WE HOPED FOR, AND THE ALFA DELIVERS THE GOODS"

achieved a year before, it still ranked Alfa Romeo comfortably in the top half of the 32 brands surveyed.

WARRANTY 3.7/5★

THE Junior comes with a three-year warranty from new, plus 12 months of breakdown cover. Alfa's standard warranty is also backed up by an eight-year package for the electric vehicle's battery.

SERVICING 4.7/5★

EVs have far fewer moving parts that require maintenance than a typical petrol or diesel internal-combustion-engined car, and Alfa Romeo is passing this benefit onto its customers through its current service plan. At £99 for three years of maintenance, it looks like a bit of a bargain. ▶

PRICES AND SPECS

	MINI ACEMAN	**ALFA ROMEO JUNIOR**
Our choice	Mini Aceman SE Exclusive	Alfa Romeo Junior 156 Speciale
Price from/price of our choice	£34,000/£41,600	£33,895/£35,695

POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power	215bhp	154bhp
Torque	330Nm	260Nm
Transmission	Single-speed/fwd	Single-speed/fwd
0-62mph/top speed	7.1 secs/106mph	9.0 secs/93mph
Battery capacity/usable	54.2/49.2kWh	54/51kWh
Official range	244 miles	255 miles
Test efficiency/range	3.5mi/kWh/170 miles	3.6mi/kWh/184 miles
Charging	95kW (10-80% in 31 mins)	100kW (20-80% in 27 mins)

DIMENSIONS

Length/wheelbase	4,079/2,606mm	4,173/2,562mm
Width/height	1,514/1,754mm	1,781/1,535mm
Rear kneeroom	515-753mm	528-768mm
Rear headroom/elbow room	955/1,398mm	900/1,465mm
Boot space (seats up/down)	300/1,005 litres	400/1,265 litres
Boot length/width	600/949mm	718/976mm
Boot lip height	765mm	748mm
Kerb weight/towing weight	1,785/750kg	1,545kg/N/A
Turning circle	11.1 metres	10.8 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£23,259/55.91%	£18,676/52.32%
Depreciation	£10,741	£15,219
Insurance group/quote/VED	24/£627/£0	23/£589/£0
Three-year service cost	£512 (four years)	£99
Annual tax liability std/higher rate	£159/£318	£143/£285
Annual fuel cost (10k miles)	£700	£681
Basic warranty/recovery	3yrs (unlimited)/3yrs	3yrs (unlimited)/1yr
Driver Power manufacturer position	20th	13th
NCAP Adult/child/ped./assist/stars	N/A	N/A

EQUIPMENT

Metallic paint/wheel size	£550/18 inches	£700/18 inches
Parking sensors/camera	Rear/360-degree	F&r/360-degree
Spare wheel/Isofix points	Repair kit/three	Repair kit/two
Keyless entry & go/powered tailgate	£2,000 (part of pack)/No	Yes/yes
Leather/heated seats	Yes/£2,000 (part of pack)	No/yes
Screen size/digital dashboard	9.4 inches/yes	10.25 inches/yes
Climate control/panoramic sunroof	Yes/£2,000 (part of pack)	Yes/£1,200
USBs/wireless charging	Four/£2,000 (part of pack)	Three/£1,350 (part of pack)
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/£2,000 (part of pack)	No/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

MINI ACEMAN Our test car had the Level 1 pack, which adds lots of kit for £2,000. This includes a head-up display, a panoramic sunroof, keyless entry, a Harman Kardon stereo, heated front seats and adaptive LED headlights.

ALFA ROMEO JUNIOR We'll admit that the £2,200 Sport Pack isn't really necessary, but it adds a pair of Sabelt front seats. They hold you in place brilliantly and make you feel more at one with the car during enthusiastic driving.

INFOTAINMENT

P
EFFICIENT
POWER
BATTERY

MINI Aceman 4.3/5★

MINI OPERATING SYSTEM 9.0
KEY FEATURE: CIRCULAR OLED SCREEN

FEW infotainment set-ups can claim to look as stylish as the Aceman's current system. The round 9.4-inch screen not only offers sharp graphics and bright, bold colours, but the BMW-based OS 9.0 also loads quickly and is easy to use.

Despite all its positives, one or two clumsy flaws remain, though. The on-screen-only climate controls are a little bit fiddly to use, while when Android Auto and Apple CarPlay are open, they occupy only a small square in the middle of the screen.

Climate
Application Drawer
Settings
ADAS

Alfa Romeo Junior 4.2/5★

10.25-INCH RADIO WITH NAVIGATION
KEY FEATURE: WIRELESS APPLE CARPLAY

IN contrast to the MINI's glitz and glamour, the Junior's set-up is more understated, but most of the basics are good enough without being outstanding in any one area.

From a purely ergonomic point of view, the system has one clear advantage over its rival; the climate controls are adjusted by physical buttons below the screen. As in the MINI, it's fairly easy to adjust some driver-assist functions, which, by law, are engaged every time you restart the car.

> **"FEW INFOTAINMENT SET-UPS CAN CLAIM TO LOOK AS STYLISH AS THE ACEMAN'S CURRENT SYSTEM"**

ALFA ROMEO JUNIOR BEST FOR:
Style: Alfa Romeo has done a great job of transferring its striking looks onto a compact crossover – even if we do miss the offset number plate of the brand's older models.

MINI ACEMAN BEST FOR:
Sense of occasion: The MINI's dashboard still feels like it's been lifted straight from a concept car – we'd struggle to imagine how someone could get bored of its funky design.

RESULTS

WINNER ★★★★☆

Alfa Romeo Junior

AUTO EXPRESS
ROAD TEST
WINNER
ALFA ROMEO
JUNIOR
JAN 2025
★★★★☆

THERE'S a huge amount to like about the Alfa, with it beating many rivals when it comes to its ride/handling balance and unique personality. Its style, driving dynamics and decent residual values make this the most convincing Stellantis small EV money can currently buy, too, and it has the ability to see off its newest challenger, the MINI Aceman, in this contest.

But this win doesn't make it a class-leader. Four stars is as good as it gets, because for similar money you can find rivals that offer more space and range plus faster charging.

INTERESTED?
Scan the code for further information

RUNNER-UP ★★★⯪☆

MINI Aceman

IF this test was based on interior style, quality and performance, then the MINI would trounce almost any rival we put it up against. Efficiency looks promising, too, and as always for a MINI, there's plenty level of customisation on offer.

But for the money you're not getting a huge amount of space, charging speed or range. Most disappointing is that the Aceman isn't that impressive to drive. There's no hiding its 1,800kg weight through the turns, and the ride is much too firm. For all the places the Aceman excels, it frustrates in others even more.

INTERESTED?
Scan the code for further information

Paul Barker

Paul.Barker@autoexpress.co.uk

FIFTH REPORT

VOLKSWAGEN ID.

ID. Buzz is a model that infuriates as much as it delights, with a

IT'S important to make clear, given that I'm threatening to smash the ID. Buzz with an inflatable hammer, that I love this car. From its cheery face to its practicality and relaxed driving experience, there's a lot to like. But then, there's the infotainment. Or, indeed, anything to do with the onboard tech.

We'll start with the ridiculous voice activation that self-triggers, like an annoying child that feels left out of conversation.

It's not even the same word or phrase that triggers its interruption; on multiple occasions I've tried repeating the same sentence, but by this stage it's sulking at being told to go away, so won't then respond. It butts into conversation more often than my kids, with the semi-cheery, semi-smug "What can I help you with?" often prompting blunt replies that it really doesn't understand.

But that's not the only issue. Volkswagen's infotainment system has come in for plenty of criticism, but specific foibles on the Buzz include forgetting that it is supposed to be wireless – meaning Apple CarPlay only works when you plug into the USB-C port – plus a refusal to automatically connect to Bluetooth.

It then goes on to tell me off for operating the screen while driving if I try to connect. If the developers know the system isn't great to use, why not replace it with something more user-friendly? It's not only VW which is a culprit here – some manufacturers have completely forgotten that an infotainment system will sometimes need to be operated on the move.

As with a lot of cars, disengaging the lane-keep assist system requires too many screen stabs – four – while the demister panel is so bright at night that I have to hold my hand over it to see the mirror when reversing.

It's odd that the temperature and volume controls aren't backlit, and I'd love to know the thinking behind the heated seats. There's a display that shows what they are set to, and you'd think touching that would turn them on and off. But no, it takes you to a separate screen, where you have to hit another button.

Then there's the app. You can check the charge and set the climate control ahead of departure, but simple stuff like locking and unlocking remotely are seemingly beyond it.

The huge tailgate, meanwhile, needs a sensor to stop it crashing into things if you park close to a solid object, or a low ceiling. I've just about caught it more than once, but it's an expensive mistake in waiting.

For all that, though, we've passed more than 9,000 miles together, and I still love the big yellow fun bus. Living in a small town, you have to remember your manners, because it's quite distinctive, but I have seen one other in orange.

Prior to Christmas, I headed to the Bruges festive market in Belgium with my family – too far for one charge, because the cold weather takes a bite of 20 miles or so from the range. Luckily Bruges station has chargers, so we headed back towards the ferry with a full battery. That was handy, because efficiency at high speeds isn't brilliant; an average of 2.6 miles per kWh at 70mph could be better, even if the car has the aerodynamic subtlety of a brick.

Heading back up the M20, another Lime Yellow Buzz drew alongside, a little girl waving from the passenger seat at her car's twin.

You don't get that in regular models, and that's one reason that I'm still so fond of the Buzz... despite wanting to take an actual hammer to the infotainment systems.

NOT INTUITIVE
Paul is no fan of the ID. Buzz's clunky infotainment set-up

FRUSTRATING
A real hammer would be a step too far, but a bop with a squeaky inflatable is much-deserved

Otis Clay

BUZZ

n array of erratic tech to blame

MODEL TESTED:

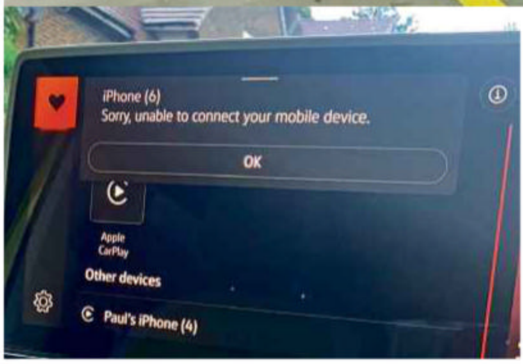
Volkswagen ID. Buzz 77kWh 204PS Pro Style

On fleet since:	March 2024
Price new:	£63,835
Powertrain:	77kWh battery, 1x e-motor, 201bhp
CO2/BiK:	0g/km/2%
Options:	Infotainment Package Plus (£130), Charging cable Mode 2 Type 2/G (10A) (£190), 21-inch 'Bromberg' alloy wheels (£515), Retractable towbar with electric release (£980), Open & Close Package Plus (£1,055), Assistance Package Plus (£1,425)
Insurance*:	Group: 33 Quote: £1,438
Mileage/efficiency:	9,608/2.8 miles/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Character	Voice assistant
Feelgood factor	Connectivity
Great practicality	Rear camera

BELGIUM BOUND
Paul and his family took the ID. Buzz to Belgium for the Christmas market and found charging in Bruges straightforward



iPhone (6)
Sorry, unable to connect your mobile device.

VERDICT ★★★★☆

APART from the frustrating infotainment, which seems to have been created by someone who didn't realise it would be used on the move, the Buzz is a lovely thing. Comfortable and with real character, it's not one for the shy, or those who worry about range. The new seven-seater with a bigger battery helps in that respect, though.

> **"HEADING UP THE M20, ANOTHER BUZZ DREW ALONGSIDE WITH A LITTLE GIRL WAVING ACROSS AT HER CAR'S TWIN"**

FINAL REPORT

POLESTAR 2 LRSM

Did the premium family EV take family life in its stride?

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

“THE KIDS APPRECIATE THE FACT THAT YOU CAN JUMP INTO A PREHEATED CAR EARLY ON A WINTRY WEEKDAY ”

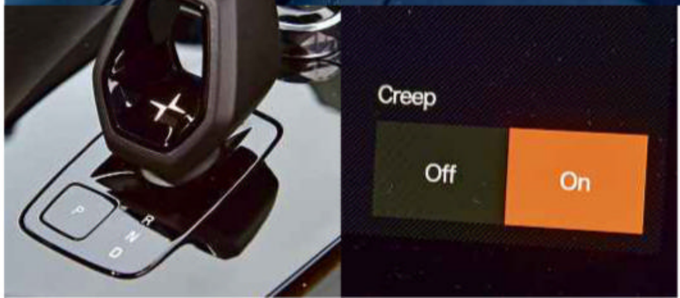
WE can’t all be morning people, as my two kids regularly demonstrate on the school run, but if you’ve got to be up and about early on a wintry weekday, the Polestar 2 makes life that bit more bearable.

Aside from its ‘EV-standard’ pre-conditioning features that mean car windows are defrosted and cabins warmed ready for departure, the Polestar scores on the purity of its tech as a ‘ground-up’ electric model.

In the morning, for example, it means you can jump into a preheated car, simply nudge the drive selector forward or backward, and be on your way with a dab on the accelerator pedal. What a contrast with the all-electric Peugeot 3008 which has followed the Polestar onto our fleet; that car is built on a platform designed also to support a petrol variant, which means EV drivers must still press an ‘engine start/stop’ button, select drive and release an electronic parking brake. “Big deal,” you may reasonably think, having followed similar routines for a lifetime of motoring, but after the ‘get in and go’ approach of the Polestar it does feel a little like stepping back in time.

Another Polestar attribute I’ve grown to appreciate is the ability to switch off ‘creep’ mode, which mimics an automatic ICE car’s tendency to move forward or backwards slowly as you release the brake pedal when idling in gear. Turn the creep off, and the car moves only in response to pressure on the accelerator, and even if you’re on a steep incline it won’t budge back or forward by even an inch. It’s disconcerting at first, but brilliant in stop-go traffic on a hill, or indeed when parking at home. My space is on an awkwardly steep incline, but the Polestar would cruise gently up it in forward or reverse, and be rooted to the spot the moment my foot left the accelerator.

Relatively small factors perhaps, but they contribute to an overall picture of a car that’s proved remarkably easy and relaxing to use, yet at the same time engaging and fun to drive. Ours was the LRSM (long-range



DETAILS
The cabin is nicely put together, and you can turn off the ‘creep’ function to prevent movement when the Polestar is in gear

DRIVING
The suspension does a great job on twisty roads, with very little body roll and impressive stability

single-motor) version, so its outright performance would be considered modest in some EV circles, but in the real world it has more than enough power and torque for deft overtaking and point-to-point squirts.

As well as excellent driving characteristics, I'd put impressive build quality on the list of Polestar 2 attributes. However, it may not deliver the practical benefits you're looking for from a five-door hatch. In particular, the underfloor battery contributes to tight leg and footroom in the rear seats.

A huge battery with 400-mile theoretical range, which I found amounted to a more realistic 290-300 miles when driven without any allowances for range anxiety, made this the first EV I've had on my drive which I'd jump into without a second thought for long journeys to the West Country.

MODEL TESTED:
Polestar 2 Long Range Single Motor

On fleet since:	May 2024
Price new:	£48,950
Powertrain:	1x e-motor, 295bhp, 82kWh battery
CO2/BiK:	0g/km/2%
Options:	Thunder metallic paint (£900), Pilot Pack (£2,000), Plus Pack (£4,000)
Insurance*:	Group: 25 Quote: £1,900
Mileage:	9,171
Efficiency:	3.8 miles/kWh
Any problems?	None

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Fantastic range	Cramped in back
Lovely to drive	Needs a rear wiper
Great build quality	Android Auto isn't wireless

VERDICT ★★★★☆

A GENUINELY appealing rival for executive models from BMW or Tesla, the Polestar is a pleasure to drive and ride in, and in LRSM mode offers exemplary real-world range. Just make sure the kids fit in the back.

"A 400-MILE OFFICIAL RANGE MEANT I'D CLIMB INTO IT WITHOUT A SECOND THOUGHT FOR LONGER TRIPS"

FLEETWATCH

HONDA E:NY1

I'M preparing for a house move, so the e:Ny1 has been helping me to palm off all the tat I no longer want on unsuspecting friends and family. However, it's become clear that the Honda's boot is really rather small. At just 344 litres, it's way down on some of its electric SUV rivals, such as the Hyundai Kona Electric (466 litres). Add a few boxes and a couple of bags and it's bursting at the seams, meaning multiple trips are often needed.

PETE BAIDEN

TESLA MODEL 3

I REMEMBER playing one of the Model 3's touchscreen-based games when Tesla first brought the model to market in 2019 and being only marginally impressed. But things have moved on considerably in six years; there are now loads more options than just a Mariokart-style driving game. It certainly takes the boredom out of any charging stops – those high scores are there to be broken!

JORDAN KATSIANIS

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Our 2024 Performance Car of the Year, Hyundai's Ioniq 5 N EV, takes on the revamped Alfa Romeo Giulia Quadrifoglio
RA73 DLV
ESSENTIALS
Hyundai Ioniq 5 N
Price: £65,000
Powertrain: 2x e-motors, 84kWh battery, 641bhp
0-62mph: 3.4 seconds
Efficiency (WLTP): 2.9 miles/kWh
Official range: 278 miles
Annual VED: £0
Alfa Romeo Giulia Quadrifoglio
Price: £78,195
Powertrain: 2.9-litre V6 twin-turbocharged petrol, 513bhp
0-62mph: 3.9 seconds
Efficiency (WLTP): 28.0mpg
Official range: 357 miles
Annual VED: £600
Pete Gibson
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11 September 2024 39

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60 FIRST TEST LIQUID PUMP
Laser's latest version rated

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New units put through paces

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How to beat a life of grime

PRODUCTS

READY TO RACE
LEGO's new ranges let young Formula One fans get hands on

HOT KIT

LEGO Formula One

Price: from £3.49 **Contact:** *lego.com/F1*

LEGO has always had GP cars in its line-up but from this year and to mark Formula One's 75th anniversary, you will be able to recreate the entire grid of racers.

A deal between LEGO and F1 will see cars and models to suit all ages and skill levels, representing all 10 current teams across the LEGO's Speed Champions, City, DUPLO and Collectibles ranges.

The initial line-up is available this month and features sets for budding builders and drivers as young as two years old. For the fledgling F1 fans there's the DUPLO Town F1 Team Race Cars and Drivers set, which costs £39.99. The 70-piece pack allows youngsters to create three cars, with all teams available to choose from, plus there's a startline gantry to get racing under way.

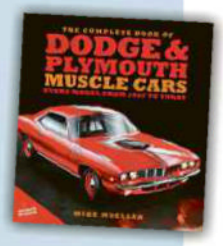
For ages four years and up there's the City F1 Haas and Williams cars with 92 pieces at £17.99. For those two years older there's a McLaren at £10.99 or a Pit Stop and Pit Crews set with a Ferrari, costing £24.99. There's also a 678-piece F1 garage housing Mercedes-AMG and Alpine cars for £69.99, or an F1 truck and Red Bull and Aston Martin cars with 1,086 pieces that costs £89.99.

New Speed Champions sets will be launched in March and feature all the teams plus a driver for £22.99. From May there will be 29-piece Collectible Race Cars versions of the entire grid, costing £3.49 per model.

BOOKS

The Complete Book of Dodge and Plymouth Muscle Cars

Mike Mueller Motorbooks, *quartoknows.co.uk*
Price: £40 **Rating:** ★★★★⯨



THERE'S lots to love about this book, thanks to its fantastic production values, and for its comparatively low price and brilliant imagery throughout. There's lots of detail on each model, which is contained in a table at the start of every section. It's interesting, too, particularly reading about Plymouth cars that don't have the iconic status of some Dodge cars. It goes up to 2023's Dodge Charger and Challenger, but there's no section on the new electric version of the former.

Corvette Stingray: The Mid-Engine Evolution

Richard Prince Motorbooks, *quartoknows.co.uk*
Price: £35 **Rating:** ★★★⯨☆

THIS is an officially licensed book, which has good and bad points. While it paints a totally rose-tinted picture of the iconic Corvette with no negatives, it means the author had full access to GM's photography archive plus interviews with Corvette team members. It's definitely an attractive book and one any Corvette owner should own. It's a great coffee-table item, and the comments from people who worked on the most significant Corvette redesign in history are interesting.

FIRST TEST

Laser Liquid Transfer Pump

Price: £26.25 **Rating:** ★★★★⯪ **Contact:** *lasertools.co.uk*

BULK-buying automotive fluids such as oil and coolant makes financial sense, but manhandling large containers when filling can see all your savings end up on the workshop floor.

Some of the biggest online retail sites are awash with battery-powered pumps that can also be used with fuels, but the quality of these is variable. That's why we were pleased to see Laser Tools has launched a version in the hope of finding something that will last longer than a few fills.

At first sight the Laser 8954 looks much the same as its online rivals, but there are differences in detail that set it apart. Before you start pumping, you need a couple of AA batteries, rather than the more cumbersome D-size ones used elsewhere.

The suction tube is the larger and more powerful 32mm-diameter type, which rules out use with the plastic fuel containers found in most DIY sheds, but is perfect for jerry can-style metal tanks. And at 385mm long, it suits 20-litre cans, because it won't suck up debris from the bottom.

Laser's pump works with most light, non-corrosive fluids and claims to shift up to seven litres a minute. We used water for our tests and saw around five litres transferred in that time, which was more than adequate. What we really like is the autostop feature to prevent overfilling. This halts the pump and sounds an alert.

We are also fans of the clip on the 500mm-or-so flexible hose that fastens to the tank opening. It worked well on cans and cars we tried, plus it clips to the main body for storage.

It may be around a tenner more than some online rivals, but the extra features and quality make this Laser pump well worth considering.

TOP QUALITY
Our test of the Laser Liquid Transfer Pump saw it pass with flying colours

Diesel
Diesel

LASER
Battery Operated Liquid Transfer Pump
FLOW RATE: UP TO 7L PER MINUTE
www.lasertools.co.uk

FIRST TEST

BLUETTI
AC70
BLUETTI

Bluetti Charger 1

Price: £299 **Rating:** ★★★⯪☆
Contact: *bluettipower.co.uk*

POWER stations take the grind out of living off-grid, but while keeping them topped up away from the mains is at the mercy of the weather, Bluetti's new Charger 1 aims to remove the risk.

Most units can be revived via solar panels or a car's 12V socket, but the former needs good sunlight and the latter lots of time. The Charger 1 delivers up to 560W, some six times more than using the 12V cigarette lighter output.

Connection is simple: bolt the eyelets to the car battery terminals and use the power station's solar panel socket and leads at the other end. Download the phone app, select your Bluetti unit, start the engine and begin charging.

We saw 56V going through the Charger 1, but this can be adjusted. There are safety measures built in to detect when the engine starts or stops, in order to prevent draining the battery.

Installation requires some thought and likely a willingness to make non-reversible changes to the car or van. The voltages generated are high so cables are substantial and, depending on your vehicle, will often need holes drilled to get from battery to charger and power station. Not all users will want to do this, and using a portable set-up when parked rather than on the move may be an alternative solution.

MINI TEST

TESTED Dual dash cams

The latest in-car cameras are packed with new features to capture high-quality footage. But which dash cam makes the best buy?

Tom Barnard

FOLLOWING a few years of stagnation, the pace of change in the dash cam market has really picked up. Two of our favourite brands have launched new products with unique and innovative selling points.

The Kenwood DRV-A610W is tiny, but offers 4K image capture. It's also the only set-up we've tried that has a waterproof rear camera, which means it can be mounted on the outside of a vehicle instead of in the rear window.

MIOFIVE's new S1 Ultra isn't as small and has a conventional rear camera, but the feeds from both front and back record in 4K. Rival Vantrue's Nexus 4 Pro has three recording views, with 4K from the front plus 1080P from the rear and interior.

The Kenwood is a great choice if you want a small dash cam or need the external rear camera. But the MIOFIVE is better value and offers superior all-round footage.

Kenwood DRV-A610W bundle

Price: £249.95 (including 64GB memory card) **Resolution:** 4K front, 1440P rear **Rating:** ★★★★½ **Contact:** *kenwood-electronics.co.uk*

KENWOOD'S new DRV has about the same dimensions as a wireless-earphone case, meaning the dash cam is small enough to sit discreetly behind a rear-view mirror.

The rear camera is even smaller, measuring about the same as a stock cube. Two mountings give you the choice of internal or outside positions, which could be crucial if you drive a van, convertible or a car with heavily tinted glass.

If that, or the size, is essential, then the Kenwood DRV-A610W bundle is a great choice.

KENWOOD
KCA-R110

KENWOOD
GPS
4K

> "THE DASH CAM IS SMALL ENOUGH TO SIT BEHIND A REAR-VIEW MIRROR"

MIOFIVE S1 Ultra

Price: £199.99 (including 64GB memory card) **Resolution:** 4K front, 4K rear **Rating:** ★★★★★ **Contact:** *amazon.co.uk*

THE MIOFIVE S1 Ultra is the first dash cam we've tried with 4K footage from the rear camera, and it makes a real difference to the quality of the images captured. While the footage is not as clear as you'll get from the bigger lenses in the front-facing cameras, it does make it easier to read details captured by the rear unit.

It's not short of other features either, with WiFi and Bluetooth smartphone connectivity, GPS data stamping and a three-inch screen. It also has speed camera alerts and some driver-assistance tech, but we turned the irritating synthesised voice off.

The S1 Ultra costs £50 less than the Kenwood.

Vantrue Nexus 4 Pro

Price: £304.18 (plus memory card) **Resolution:** 4K front, 1080P rear, 1080P interior **Rating:** ★★★½☆ **Contact:** *vantrue.com*

THE Vantrue looks seriously chunky compared with the other two cameras in this test, and the need for the internal-facing camera to have a view of the driver means hiding it behind the rear-view mirror won't be an option.

The footage from the front camera is a match for its rivals here, but the rear capture is not nearly as clear as the others. Unless you really need the internal view facility, the Nexus 4 Pro looks pricey, too.

2M CMOS SENSOR
RoHS
VANTRUE
NEXUS

Rozalex Zalpon Zorange

AUTO EXPRESS
BEST BUY
2025

Price: £6.49/£29.99 **Sizes:** 500ml/4l
Rating: ★★★★★ **Contact:** *rozalex.co.uk*

IT'S another clean win for Rozalex's Zalpon Zorange. It shifted the dirt well before our 30-second timer had sounded and has a pleasant citrus smell, which lingered lightly after washing. The pumice fragments are small enough to prevent irritation, but quickly worked away at ground-in grime effectively.

Once clean, it rinsed away easily and left our skin feeling moisturised, but not sticky.

There are two sizes available, with a 500ml for DIYers and a bigger four-litre pump pack for workshops.

ZALPON
EXTRA HEAVY DUTY
REMOVES:
✓ OIL
✓ GREASE
✓ TAR
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✓ GRIME
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NATURAL ORANGE WITH PUMICE AND MOISTURISERS
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Swarfega Tough Hand Cleaner

AUTO EXPRESS
RECOMMENDED
2025

Price: £7.94
Size: 250ml
Rating: ★★★★☆
Contact: *amazon.co.uk*

SWARFEGA'S famous cleaners have evolved from the green gloop that used to be found under every workshop sink. Tough Hand Cleaner is aimed at the DIYer, because the flip-top tube contains only 250ml, but a little goes a long way. Just a small squirt did the same cleaning job as rival products.

One tester described the cleaner as looking like the sauce on a Big Mac, but the smell is closer to a sweet orange. There's no moisturising effect, though, so it left our hands feeling a little dry.

TOUGH
by Swarfega
WORKS AS HARD AS YOU
HAND CLEANER

HAND CLEANERS

Which products will help you avoid a life of grime best after working on your car?

Tom Barnard

ALTHOUGH we would always recommend wearing gloves when doing muckier jobs on your car, there will inevitably be times when you get your hands and arms grubby. Besides the commonly found tough dirt such as brake dust and oil, substances including greases and the special coatings used on our cars are designed to resist being removed. This means normal soap won't be up to the job of shifting them off your skin without a lot of scrubbing.

A dedicated workshop hand cleaner uses special ingredients to help dissolve the type of grime you'll encounter when fixing a car. Besides the detergents that dissolve the dirt, some will also include small particles, which add a scrubbing effect, plus conditioners that will prevent your skin from drying out. Which of these six products cleaned up in our tests?

How we tested

WE created a mixture of dirt containing soot, brake dust, multipurpose grease, vegetable oil and fine soil. We applied a teaspoon full to our hands and smeared it liberally before applying the cleaners and washing under a flow of warm water for 30 seconds. We then dried our hands using paper and judged the cleanliness, smell and feel of our skin after use.

Points were also given for ease of application, with dispenser pumps being favoured because they allow hands-free use. We steered clear of any cleaners containing solvents. Value for money was also a consideration, although products aimed at the occasional DIY mechanic were not penalised over the larger packs for professional workshops.

Verdict

IT'S another win for Rozalex's Zalpon Zorange, which cleans brilliantly and doesn't leave your hands feeling dry or sticky. It looks a little pricey, but we think it's worth it. Next is Swarfega's Tough Hand Cleaner, which only needs a little to go a long way. Bilt-Hamber's great-value Heavy Duty Citrus takes the final podium place.

Bilt-Hamber Heavy Duty Citrus

AUTO EXPRESS RECOMMENDED 2025

Price: £18.95 **Size:** 5l
Rating: ★★★★☆
Contact: *bilthamber.com*

IF you have a lot of hands to clean, the simple value of Bilt-Hamber's Heavy Duty Citrus makes it a top choice, because a five-litre container with a pump dispenser costs less than £20. That makes it an easy winner on a cost-per-wash basis.

The orange smell is inoffensive and most of our dirt was cleaned away easily, but this has fewer granules than the Rozalex, so more hand wringing was required. It also left a slightly sticky residue, even after a second rinse.

BILT HAMBER
HEAVY DUTY CITRUS

Scrubb Lime Cleanse

Price: £11.99 **Size:** 1l
Rating: ★★★⯨☆
Contact: *screwfix.com*

A PUMP dispenser earns the Scrubb points straight away, while the bright-green, lime-scented liquid does a reasonable job of dissolving dirt and other automotive grime, too.

There are no granules in the formula, so you need to work harder when you're washing, or use a brush to tackle tougher muck. The cleaner left our hands feeling lightly moisturised, but not sticky. It also offers reasonable value for money.

SCRUBB
SO YOU DON'T HAVE TO
LIME CLEANSE
CITRUS POWER DEGREASING HAND WASH
1L

Essentials Hand Cleaner and Degreaser

Price: £27.99 **Size:** 5l
Rating: ★★★☆☆
Contact: *screwfix.com*

WHILE the no-nonsense packaging would suggest this Essentials cleaner would be great value for money, it's actually one of the more expensive cleaners here, especially as you need to use a little more to have an effect.

The bright-green liquid has a pleasant fragrance but doesn't contain any cleaning fragments, so needs more work to shift tough dirt and stains. There was a slight sticky residue after rinsing and drying, too.

ESSENTIALS

Lava Hand Cleaner

Price: £9.75 **Size:** 326g
Rating: ★★☆☆☆
Contact: *amazon.co.uk*

THE Lava is an old-fashioned soap bar, which might suit regular users who have access to a workshop basin. It promises to be economical, too, which helps to make up for the cost, because it looks pricey at £9.75 for two bars.

But the Lava didn't do a great job at cleaning our hands and we found it uncomfortably abrasive to use. The chemical smell is off-putting as well.

Lava
PUMICE-POWERED
USA
HEAVY-DUTY HAND CLEANER with moisturizers
LAVA

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70 TOP 10
CHEAPEST ELECTRIC CARS

BUYING CARS

NOW'S THE TIME TO STRIKE A BARGAIN

STEVE WALKER

Auto Express' head of digital content reckons canny buyers should be taking advantage of the tempting finance offers and price cuts available on new cars

> **"TODAY'S CAR MARKET IS ABSOLUTE CHAOS, AND THAT SPELLS OPPORTUNITY FOR THE CLEVER BUYER"**

THE problems facing the car industry keep stacking up: new competition from China, Government pressure to go electric, threats of tariffs, and a customer base that's as confused as it is cash-strapped. It's enough to make even the most balanced car company board member retreat to the executive washroom, bury their head in the monogrammed Egyptian cotton hand towels and have a good, long scream.

While hair is being torn out in meeting rooms throughout the automotive world, opportunities are presenting themselves for the canny car buyer. Makers still need to sell cars – these vehicles will be rolling off the production line regardless, and if customers aren't biting, there's a pressing need to sweeten the bait.

That's why we're seeing increasingly tempting finance offers and some serious price-cutting on brand-new cars. If you've been paying attention to Auto Express over recent months, you'll know about the ZEV mandate and its requirement for makers to ensure that 22 per cent of the new cars they sold in 2024 were electric. In 2025 it'll be 28 per cent, and it'll be 80 per cent by 2030. This is why top brands are slashing electric car prices, and why, if you were to walk into a showroom this weekend and express a tentative interest in buying a new electric car, you'd be engulfed in a swarm of eager sales personnel faster than you could say "deposit contribution".

Of course, plummeting prices for new electric cars are having their own impact on the EVs bought for top dollar three years ago and now emerging onto the second-hand market. New EVs have got a lot better, with longer ranges and superior efficiency, as well as being more numerous, so ageing ex-company cars are also having to be priced competitively to sell.

The high levels of depreciation are a big headache for finance companies, who own the cars and rely on future residual-value predictions to set their prices. Depreciation issues also add to the uncertainty among consumers, who just don't know whether to take the plunge on an EV or stick with familiar petrol and diesel models.

What we know is that the turmoil has at least partially removed what was previously cited as the biggest single barrier to EV ownership for most people – the price. If you choose wisely, right now is the best time ever to pick up a new or used EV for a song, doing your bit for those poor stressed-out car industry executives in the process.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

"My car has been to the dealer four times for issues with rattles and electrical faults, and it still isn't fixed."

"It does everything I want, from towing a caravan to local trips. Great at speed, or in heavy, slow traffic."

MPG AND RUNNING COSTS

YOU SAID "I'm very happy with the economy, which is close to the official figure. The insurance seems cheap for the type of vehicle."

POSITION 45th Volkswage

USED PRICES FROM: £9,000 **YEARS:** 2016 to 2023 **CO$_2$:** 123-129g/km **FUEL ECONOMY:** 57-60mpg (2.0 TDI 2WD)

RIDE AND HANDLING

YOU SAID "My Tiguan is very comfortable on longer journeys. Despite the high centre of gravity, the car handles well, and the steering feels very precise."

INTERIOR AND COMFORT

YOU SAID "The seats are supportive; my back is free of aches, even at the end of a long journey. The raised seating position also means access is good, while refinement is excellent."

"Brakes are very strong. The pedal is well weighted and the electric handbrake works really well."

Richard Dredge

VOLKSWAGEN'S Tiguan Mk2 was only replaced by the Mk3 at the start of 2024. The second-generation car seen here was launched in 2016, with VW introducing infotainment upgrades and revised styling in 2020. However, the updates weren't enough to stop the crossover from coming pretty much near the bottom of the table in our 2024 New Car survey.

The VW isn't a lost cause, though, with owners ranking it sixth (out of 50) for cabin storage, eighth for rear legroom and 14th for seating versatility, while a 19th place for practicality and boot space is also a reasonable result.

But after those few highlights, the Tiguan didn't manage many scores in the top half of the table, with owners' disappointments including 46th for handling, 46th for fuel economy and 47th for other running costs, such as insurance and road tax. Servicing costs ranked 38th, while value for money was a lowly 45th.

Perhaps more worrying was the Tiguan placing 39th for reliability and 36th for overall quality. Despite the Tiguan's age, for a semi-premium brand you'd expect better from VW.

n Tiguan Mk2

BEST OPTIONS: Navigation Pro, Dynaudio hi-fi

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?

"The Tiguan is a comfy motorway cruiser and a great school run motor. It's so responsive."

"It's relaxing to drive, with a well laid out interior. There's also sufficient grunt for spirited driving."

"It's a great package in R-Line form. Cabin noise is muted and the Tiguan feels like a quality product."

"The high seating position is great for all-round visibility. It's a very comfortable car with good road holding."

WHAT DON'T YOU LIKE?

"The ride quality is poor, probably because VW has fitted big wheels. I'd like smaller wheels."

"The rear three-quarter view of the exterior looks frumpy and not as dynamic as the rest of the car."

"The navigation is far too complicated to use. The previous Tiguan was much more user friendly."

"Tiny boot for a car this size. The spare wheel is under the floor, so you have to empty the boot to reach it."

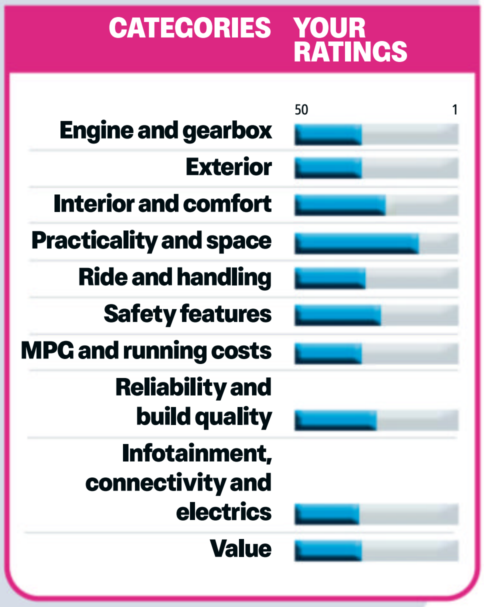
84.81%

OVERALL SCORE

PRACTICALITY AND SPACE

YOU SAID "There are lots of storage areas scattered all around the cabin, including usefully sized door bins front and rear. Boot space is more than adequate, allowing us to take the whole family's luggage for a week or two away, without needing a roof box."

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'

FROM £40,000 Well equipped, full of presence and great to drive, BMW's iX has stacks of appeal

Richard Dredge

BMW has long produced some of the very best cars around when it comes to usability, driving enjoyment, efficiency and build quality.

In the brave new electric world, things are no different, with the iX just as accomplished as you'd expect a modern BMW to be. About the same size as an X5 (but capable of seating only five, rather than seven), the iX was BMW's second fully electric car after the deeply impressive i3, which (incredibly) arrived over 12 years ago. Expensive and imposing, the iX makes quite a statement, but we reckon it has what it takes to justify the high purchase and running costs.

HISTORY

THE iX arrived in UK showrooms in November 2021. There was a choice of 321bhp xDrive40 and 516bhp xDrive50 editions. Whereas the former had a 76.6kWh battery to give a claimed range of 249 miles, and could be charged at up to 150kW, the latter featured a 111.5kWh battery to give up to 373 (later 382) miles, and could be charged at 200kW.

For those who wanted more, from summer 2022 there was the 610bhp iX M60, which could do 0-62mph in 3.8 seconds, thanks to 1,100Nm of torque. The M60's range was claimed to be up to 357 miles.

WHICH SHOULD I BUY?

IT would be easy to assume that the xDrive50 is the one to go for, with its more generous range, but the xDrive40 is probably all you need. It's efficient (owners tell us they regularly achieve around 3.8 miles per kWh), and you can recharge it quickly, so you can make swift progress on long-distance journeys. The entry-level iX will also do 0-62mph in 6.1 seconds, so it's no slouch. Buy a model from further up the range and you get more of everything, but only you can decide if the extra cost is worth it.

BMW offered two trim levels: Sport and M Sport, but the former is unusual, with the latter more widely available on the used market. The iX features more driver-assistance systems than any previous BMW, along with Harman Kardon audio, four-zone climate control and heated front seats. M Sport models have a bodykit and upgraded brakes, while there was a long options list for all versions of the iX, so if you're looking at a used car, it's worth establishing what extras were chosen by the first owner.

RUNNING COSTS

AS with all BMWs, the iX has condition-based servicing, so the interval isn't fixed. The maximum gap between services is two years, and you can expect to pay £325 each time, which covers the cost of replacing the brake fluid and cabin filter, along with the key battery.

Subsequent services cover the same areas, plus extra checks to ensure items such as the brakes and suspension aren't worn. Fuel bills should be very palatable if you can charge at home, but expect to pay plenty for insurance, with entry-level models in group 47 and everything else in group 50. Depreciation remains unknown quantity; there's still plenty of scope for iX values to fall, even though early cars have already lost a fair chunk of value.

PRICES

THERE are more iXs available on the used market than you might expect – we found almost 300 for sale, more than half of which were xDrive40 models. These start at £40,000 for a 71-plate example with 25,000 miles.

The M60 accounts for one in 10 of the iXs for sale, and you'll be doing well to bag one of these for much less than £70,000, which buys a 72-plate car that's done 20,000 miles. That leaves the xDrive50, which costs around £50,000 for a 45,000-mile example on a 71-plate.

ON THE ROAD

THE good news continues when you get behind the wheel, because the iX is superb to drive. As well as being genuinely agile, there's plenty of grip and steering feel, while at motorway speeds you'll struggle to find a car that's as hushed as this one.

Throw in levels of ride comfort that you'd expect in a luxury limousine and the iX is a highly impressive package all round in terms of dynamic abilities.

BOLD APPEARANCE
The iX is unmistakably related to the X5 but has a distinctive and futuristic style of its own

☑ CHECKLIST

RELIABILITY

Despite the number of recalls, owners seem happy with their cars. Long delays for spare parts is one of the biggest gripes.

MONEY TALK

Not only is a revised iX due to arrive soon, but lots of three-year-old cars will hit the market before long, leading to lower values. Great news if you're buying.

S GUIDE BMW iX

CHARGING
Charging mode
Departure plan
AC limit
32 A
Charging target
100 %
Unlock cable
22.5°
22.5°

INFOTAINMENT
Digital screens are clear and intuitive, and although the latest (post-2023) software is faster, all versions are still easy to use

RECALLS

NINE recalls is a disappointing figure, and the first two were issued as the iX was being launched in late 2021. One was for software glitches, the next because of the A-pillar trim coming adrift. There were three recalls in 2022, with the first two (in May and October) due to airbag problems, and the third because of battery faults.

In 2023 there were four more recalls, the first in May, once again because some batteries had not been manufactured correctly. There were two campaigns in August, one for faulty charging units, the other because of battery glitches. The most recent was in November 2023, because, in rare cases, the front driveshafts could work loose.

ALTERNATIVES

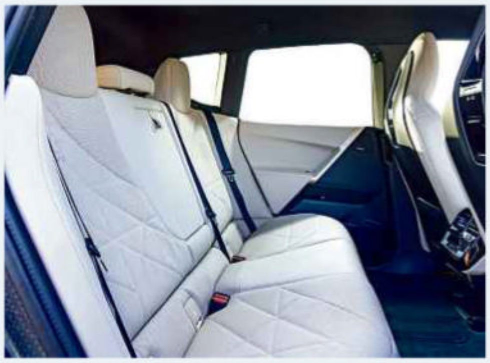
THE Tesla Model X is one of the most obvious rivals, but it can't match the BMW's build quality or dynamic abilities. More impressive on both counts is the Mercedes EQC, but this is still beaten by the BMW; even the bigger and more expensive EQE lost to the iX in a twin test in early 2024.

We love the Jaguar I-Pace, but ownership can be frustrating. Proceed with caution if you are considering one, because some owners have had lots of problems, while others have had none at all. We'd also check out the Audi e-tron (renamed Q8 e-tron in 2023), which is refined and luxurious, but costly to buy and run, and not especially efficient.

INTERIOR

THE iX's interior is modern and hi-tech, but not intimidating. The lack of a transmission tunnel opens things up, and although there's a minimal amount of switchgear, the iDrive controller is easy to use, thanks to software specifically created for this car. Most controls operate through the screen, but the climate control is always visible and readily accessible.

There's also voice control, which works well. The cabin is filled with premium materials, and it's not short of headroom and legroom for those in the back. If there's a gripe (albeit a minor one), it's that the boot should be bigger, to compete with key rivals. It's not small though, at 500 litres, or 1,750 litres with the back seats folded completely flat.



VERDICT ★★★★☆

LOOK beyond the divisive exterior design and you'll quickly warm to the iX. Our 2023 Large Company Car of the Year, the BMW was praised for its levels of comfort and refinement, engaging handling and long range. When we ran an iX xDrive50 for six months and more than 9,000 miles, our verdict was that "it's a talented EV that blends usable tech, decent efficiency and impressive quality with the sort of drive you'd expect of a BMW". Packed with tech to make your life easier, the iX may be one of BMW's first EVs, but it's also one of those cars that slots seamlessly into your life.

THE iX is yet to appear in our Driver Power surveys. Several BMWs usually feature, but top-10 places are rare. In 2024, there were four BMWs (1, 3 and 5 Series and X3), between 18th and 36th out of 50. In 2023 there were also four (1, 3 and 5 Series and i3), in 13th to 72nd out of 75.

ONLINE VALUATION TOOL
To check prices on a specific model head over to our valuation tool.

PEACE OF MIND

The iX's warranty runs for three years with no mileage limit; the battery has its own eight-year/100,000-mile guarantee. Batteries are lasting well, say owners.

ON THE PULL

A lot of EVs aren't able to tow or have a low limit. Not the iX though, which can haul up to 2,500kg, even in entry-level form. But if you do tow, expect the range to drop to just 120 miles or so, in xDrive40 form.

Dacia Spring Prices from £14,995

1

PROS

Cheapest new EV in the UK
Easy to drive
Low running costs

CONS

Limited battery range
Rivals are becoming cheaper
Low Euro NCAP safety rating

THE Dacia Sandero has been at the top of the UK's cheapest new car list for a very long time. Now, in the age of the EV, it's the turn of the Dacia Spring. For a mere £14,995, you can have a brand-new, fully fledged electric car.

In order to keep the price small, pretty much everything else about the Dacia Spring is on the small side, too. This is a compact city car with a 26.8kWh battery and 44bhp on tap if you opt for the cheapest version. The claimed 140-mile range isn't exactly massive, either, but it should still prove more than enough for most day-to-day needs, especially if you just use it in and around town.

One thing that isn't small, though, is the equipment list, with a seven-inch touchscreen display, parking sensors and air-conditioning all thrown in as standard.

10 CHEAPEST EVs TO B

FROM £14,995 New electric cars have never been cheaper. Is it time to make the switch?

BYD Dolphin Prices from £26,195

3

PROS

Great value for money
Good cabin quality
Practical interior

CONS

Noisy on the motorway
Dull to drive
Small boot

BYD is an enormous brand back home in China, but it's still gradually emerging in the UK market. After making an impressive debut with the Atto 3 SUV, 'Build Your Dreams' has now introduced the Dolphin to our roads. It might be the company's cheapest car, but the Dolphin still offers a standard of technology, practicality and build quality that should spark real concern among its better-established rivals.

While we are still a bit sceptical about some of the larger Atto 3's unusual features, such as the guitar-string door pockets, the Dolphin generally takes a more conventional approach. That said, its rotating infotainment screen is a bit of a gimmick, but there's no denying the system's sheer speed and processing power.

Citroen e-C3 Prices from £21,990

BEST FOR VALUE

2

PROS
Auto Express Car of the Year
Impressive practicality
Affordable

CONS
Some low-rent materials
Lacking a little refinement
Not the most fun to drive

WITH up to 199 miles of range, enough space for four passengers, generous standard kit and distinctive styling, the Citroen e-C3 already has plenty of appeal. The clincher, though, is that it can be bought brand new for less than £22,000.

Although it looks like a beefy little SUV at first appearance, the Citroen e-C3 is actually similar in size to the Vauxhall Corsa Electric. To keep costs down, the brand has taken a back-to-basics approach with its electric supermini, with cheaper materials and a lack of any particularly groundbreaking tech. Citroen has still included plenty of modern essentials, though, including LED headlights, a 10-inch touchscreen infotainment unit, and a suite of safety and driver-assistance systems.

The e-C3 is such a great buy that we named it our 2024 Car of the Year.

UY

Shane Wilkinson

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THANKS to rapid developments, the cheapest electric cars are now within the reach of more drivers than ever before. To help you find the best zero-emission bargains, we've rounded up the 10 cheapest electric cars on sale in the UK. There's a wide variety on offer here, as well as our 2024 Car of the Year.

MG4 Prices from £26,995

4

PROS
Competitively priced
Rapid-charging ability
Good to drive

CONS
Interior fit and finish could be better
Fiddly touchscreen air-con controls
Wind noise at higher speeds

APART from a few questionable areas of fit and finish, it's difficult to see how MG has kept the MG4's price so low, because this family hatchback offers a fantastic blend of practicality, driving dynamics and tech.

There are three batteries available, but even the smallest 51kWh unit should meet the requirements of most drivers. Claimed battery range in the entry-level SE model is respectable at 218 miles, while the single rear-mounted motor provides 168bhp for a 0-60mph sprint in 7.5 seconds. When you do need to top up, 150kW rapid charging will keep waiting times to a minimum.

All versions are relatively settled on the motorway, but can suffer from higher wind noise around the door mirrors. The one-pedal regenerative braking works well, though.

Mazda MX-30 Prices from £27,995

5

PROS

Stylish and innovative
Fun to drive
Lots of safety tech

CONS

Very limited range
Rear space not great
Average warranty

THE Mazda MX-30 is a quirky small SUV with unusual rear-hinged doors that you may remember from the RX-8 coupé. This approach helps to create a pillarless cabin which, with the car's sloping roofline, serves up quite a funky overall design.

Power is relatively modest at 143bhp, but a healthy torque figure of 271Nm helps shift this rather heavy 1,750kg crossover from 0-62mph in 9.7 seconds. The standard MX-30 uses a small 35.5kWh lithium-ion battery, which offers a range of just 124 miles. If you want more miles from your Mazda, the brand offers an unusual rotary-powered plug-in hybrid version, and this ups the range to over 400 miles.

Peugeot E-208 Prices from £28,200

7

PROS

Five-door practicality
Decent real-world range
Strong equipment levels

CONS

Hefty depreciation
Divisive i-Cockpit
Tight rear-seat space

THE Peugeot E-208 is certainly a looker, especially after its midlife facelift, and thankfully its starting price has gradually decreased over time. You can now pick one up for less than its closely related sibling, the Vauxhall Corsa Electric, but there's still the same sense of familiarity for anyone who's moving over from a petrol or diesel car.

There is one feature in the E-208 that could be a case of make-or-break for some buyers, though, and that is the i-Cockpit dashboard set-up. Although the on-board kit is easy enough to understand from a technical standpoint, the tiny steering wheel and positioning of the instrumentation can take some time to get used to.

MINI Cooper Prices from £30,000

9

PROS

Fun dynamics
Impressive in-car tech
High-quality cabin finish

CONS

Rivals offer better value
Rear-seat access is tight
Range only acceptable

THE fully electric variant of this charming retro supermini starts from £30,000, and for your money you'll get a car that feels pretty upmarket for the class. As with the MINI Coopers of the past, this generation is enjoyable to drive, too.

The lower-cost MINI Cooper E model is powered by a 40.7kWh battery and a single motor, and this powertrain can deliver 190 miles of range on a single charge, according to the official tests. To save the most pennies, you'll want to choose the Classic trim, but the good news is that this still comes with quite a bit of kit including a rear-view camera, cruise control and a selection of 'Experience' driving modes.

Fiat 500e Prices from £24,995

6

PROS

Nippy in town
Good on-board tech
Stylish

CONS

Ride on bigger wheels
Light steering at speed
Tight rear space

FIAT scored a hit when it reinvented the classic 500 back in 2007, and since then it's become one of the best city cars to buy. Time moves on, however, and the tiny Fiat has since evolved into a fully electric car.

Keenly priced from around £25,000, the 500 line-up kicks off with a variant that's capable of driving up to 118 miles on a single charge. There is a longer-range option, which offers up to 199 miles, but inevitably this costs a bit more to buy. There's also the option of a folding fabric roof or even the hotter (and far more expensive) Abarth 500e.

The 500 doesn't offer much in the way of practicality, but this could be the perfect urban motor for one or two people.

Nissan Leaf Prices from £28,495

8

PROS

Very easy to drive in town
One-pedal driving
Packed with tech

CONS

e-Pedal off by default
Ordinary looks
Slightly firm ride

THE original Nissan Leaf was a pioneer for the all-electric hatchback, and today the second-generation model still offers an attractive package for drivers looking to break away from combustion-engined family cars. It's easy to drive, comfortable – especially around town – and features an impressive amount of tech, along with enough space for a family of four and their clutter.

Under the latest WLTP economy tests, Nissan claims a range of 168 miles for the standard Leaf, although cold weather will limit EV range, so you might be looking at around 100 miles from a full charge when it's really chilly. Home-charging will get it back to full power in as little as six hours, though.

MG ZS EV Prices from £30,495

10

PROS

Competitive pricing
Practical
Long warranty

CONS

Unremarkable to drive
Some cheap materials
Anonymous styling

THE MG ZS EV SUV focuses on function rather than fun, but with such tremendous practicality and low running costs, it provides family buyers with a real value-for-money alternative to its fossil-fuelled rivals.

A series of midlife upgrades gave the ZS EV a fresh exterior design along with a new lower-priced Standard Range variant with a 51kWh battery. MG claims that this unit can achieve up to 198 miles of range, which should prove more than enough for the daily school run over the course of a week.

The ZS EV is practical, too, with 470 litres of boot space on offer with the rear seats in place and 1,100 litres with them folded down – perfect for those trips to the tip.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£34195
42kWh (152) auto 500e Turismo	157	7.0	0	23	£38195

500C: add £3000

595/695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (145) 595	42.2	7.3	152	29	£23260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29960
1.4 T-Jet (180) 695 75th Anniv	39.2	6.7	162	35	£32930

595C/695C: add £2650

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£41975

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£40595
2.0T (280) auto Veloce	39.2	5.7	162	34	£45595
2.0T (280) auto Tributo	39.2	5.7	162	34	£49195
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£79495

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	N/A	£33895
54kWh (156) auto Speciale	254	9.0	0	N/A	£35695

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (200) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£90400

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£91400

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto Gran Coupe	23.7	3.4	270	50	£144800

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£166900

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25450
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24540
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25275
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A4 Avant - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 4	28.8	4.1	221	46	£72300

Carbon Black: add £6400
Vorsprung: add £18255

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A5 Sportback - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

A5 Coupe - 4673x1846mm
Euro NCAP: N/A **Driver Power:**N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

R8 - 4426x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray 2LT	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray 3LT	23.3	3.5	277	50	£96680

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4410-4760x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	153	12	£23250
1.5 BlueHDi (100) Plus M	54.8	12.6	143	12	£24350
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	212	N/A	0	21	£33650
52kWh (136) auto Plus XL	208	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3 Aircross - 4155x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 20th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) You!	54.2	10.1	134	18	£17830
1.2 PureTech (110) Plus	54.2	10.1	134	18	£20560
1.2 PureTech (130) auto Plus	48.5	9.2	144	21	£22140
1.5 BlueHDi (110) Max	64.0	10.8	130	15	£23800

Max: add £2100 to Plus

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995

500C: add £2675 to Hybrid, add £6000 to Electric

500X - 4269x1796mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985

Dolcevita: add £2650

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£23975
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£26975
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£24975
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£27975
54kWh (154) auto (Red)	254	9.0	0	N/A	£32995
54kWh (154) auto La Prima	252	9.0	0	N/A	£36995

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Select	233	8.0	0	N/A	£29995
53kWh (168) auto Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	**50**	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM ORA

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.1	43	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	N/A	£32995
81.4kWh (201) auto Air	372	7.7	0	N/A	£35995
81.4kWh (201) auto GT Line	347	7.7	0	N/A	£39495
81.4kWh (201) auto GT Line S	347	7.7	0	N/A	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	N/A	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	N/A	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	N/A	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (353) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	256.8	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	N/A	£67200
100kWh (408) auto 4	381	5.2	0	N/A	£69800
100kWh (516) auto 4S	377	4.1	0	N/A	£75400
100kWh (639) auto Turbo	367	3.3	0	N/A	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	N/A	£22995
40kWh (120) auto Techno	190	9.0	0	N/A	£24995
40kWh (120) auto Iconic Five	190	9.0	0	N/A	£26995
52kWh (150) auto Techno	248	8.0	0	N/A	£26995
52kWh (150) auto Iconic Five	248	8.0	0	N/A	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4649x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50	234	8.8	0	N/A	£36970
55kWh (170) auto 50 Edition	232	8.8	0	N/A	£38585
82kWh (286) auto 85 Edition	358	6.5	0	33	£44540
82kWh (286) at 85x SportLine Plus	328	6.4	0	37	£48605
82kWh (286) auto 85 L&K	351	6.5	0	34	£51340
82kWh (340) auto vRS	337	5.2	0	38	£53120

Enyaq Coupe - 4653x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	364	6.5	0	33	£46440
82kWh (286) at 85x SportLine Plus	333	6.4	0	37	£50305
82kWh (286) auto 85 L&K	355	6.5	0	34	£53240
82kWh (340) auto vRS	341	5.2	0	38	£54820

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	N/A	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	N/A	£47135
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	N/A	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4175x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) SZ-T	53.2	9.5	120	19	£22449
1.4 Boosterjet (129) SZ5	52.7	9.5	121	19	£24449
1.4 Boosterjet (129) SZ5 4x4	48.3	10.2	132	17	£26249

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 VVT-i Hybrid (115) at Motion	54.3	12.7	118	16	£28449
1.5 VVT-i Hybrid (115) at Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	N/A	N/A	276	N/A	£74995
2.8 D-4D (204) auto First Edition	N/A	N/A	276	N/A	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Crossland - 4212x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Ultimate	47.9	10.5	134	16	£28205
1.2 Turbo (130) auto Ultimate	46.3	9.9	144	19	£30345

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	N/A	£24705
1.2 Turbo (136) GS	49.5	8.9	129	N/A	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	N/A	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	N/A	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	N/A	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	N/A	£28505
54kWh (156) Design	249	9.0	0	N/A	£33245
54kWh (156) GS	250	9.0	0	N/A	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24315
1.0 TSI (95) auto Life	52.8	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27420
1.5 TSI (115) Match	51.9	9.9	124	17	£27595
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£30660
1.5 TSI (150) Match	51.0	8.6	126	21	£28735
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30325
1.5 TSI PHEV (204) auto Style	993.3	7.2	6	27	£37135
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40300
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£39400
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42155
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£43895
2.0 TDI (115) Match	63.5	10.2	115	19	£29390
2.0 TDI (150) auto R-Line	60.5	8.0	123	24	£34110

Style: add £1475 to Match
R-Line: add £1435 to Match

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£28820
1.5 eTSI (115) auto Life	53.9	10.3	120	17	£30410
1.5 TSI (150) Life	51.5	8.8	125	21	£29950
1.5 TSI (150) Style	50.2	8.8	128	22	£31610
1.5 eTSI (150) auto Life	53.6	8.6	120	22	£31540
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33200
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45295
2.0 TDI (115) Life	64.3	10.5	115	19	£30615
2.0 TDI (150) auto Style	58.8	8.4	126	24	£35005

R-Line: add £500 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58kWh (204) auto Pro Essential	269	7.6	0	26	£35700
58kWh (204) auto Pro Match	268	7.6	0	26	£36560
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39190
77kWh (204) auto Pro S Match	345	8.2	0	28	£40050
79kWh (326) auto GTX Performance	369	5.7	0	34	£45225

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£38505
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£41600
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£42850
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44105
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47200
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48450
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£49920
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51170

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	N/A	£51550
86kWh (286) auto Pro S Match	436	6.6	0	N/A	£55450
86kWh (340) auto 4MOTION GTX	365	5.4	0	N/A	£61980

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	N/A	£52240
86kWh (286) auto Pro S Match	424	6.7	0	N/A	£56140
86kWh (340) auto 4MOTION GTX	359	5.5	0	N/A	£62670

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) SE Family	44.0	8.9	146	18	£37670
1.5 TSI (150) SEL	44.7	8.9	144	18	£38310
1.5 TSI (150) auto SE Family	42.8	8.9	150	18	£38970
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£39610

Match: add £1095 to SE Family
R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59395
86kWh (286) auto Style LWB	286	7.9	0	40	£64195
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67795

Six seats: add £150 to SWB
Seven seats: add £150 to LWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24125
1.0 TSI (95) Match	49.4	11.3	129	9	£24300
1.0 TSI (115) Life	51.8	10.1	124	10	£24970
1.0 TSI (115) Match	51.0	10.1	126	10	£25145
1.0 TSI (115) Style	50.8	10.1	127	10	£27780
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£26580
1.0 TSI (115) auto Match	48.9	10.3	132	10	£26805
1.0 TSI (115) auto Style	48.9	10.3	132	10	£29440
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£30890
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24520
1.0 TSI (95) Match	50.9	11.1	125	12	£24695
1.0 TSI (115) Life	53.4	9.9	120	14	£25355
1.0 TSI (115) Match	52.5	9.9	123	14	£25530
1.0 TSI (115) Style	52.6	9.9	122	14	£28295
1.0 TSI (115) R-Line	52.3	9.9	123	14	£29250
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26950
1.0 TSI (115) auto Match	50.3	10.2	128	14	£27125
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29890
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30845
1.5 TSI (150) auto Style	48.7	8.2	132	22	£31420
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32340

Black Edition: add £490 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£28430
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30000
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£31740
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION Style	38.7	6.8	166	24	£37860
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43000
2.0 TDI (115) Life	58.9	10.7	126	15	£31345
2.0 TDI (115) Style	59.0	10.7	126	15	£34235
2.0 TDI (150) auto Style	56.5	8.8	131	19	£37330
2.0 TDI (150) auto 4MOTION Style	50.6	8.6	146	19	£38640

Match: add £175 to Life (not 2.0 TDI)
R-Line: add £1615 to Style (not 1.0 TSI/2.0 TDI 115)

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£34550
1.5 TSI (150) Style	45.2	10.0	142	19	£36060
1.5 TSI (150) R-Line	45.5	10.0	141	19	£38660
1.5 TSI (150) auto Style	44.9	9.4	143	20	£37755
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£40355

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	349	6.7	0	29	£44360
77kWh (286) auto 4MOTION Match	326	6.6	0	33	£46080
77kWh (340) auto 4MOTION GTX	321	5.4	0	34	£54205

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	344	6.7	0	N/A	£45860
77kWh (340) auto 4MOTION GTX	329	5.4	0	N/A	£55705

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£34075
1.5 TSI (130) auto Life	45.7	10.6	141	18	£35920
1.5 TSI (150) auto Life	45.3	9.1	142	21	£36720
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£39290
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£39695
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42525
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45095
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45500
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48220
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	N/A	£47540
2.0 TDI (150) auto Life	52.2	9.4	142	22	£37920
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£40490
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£40895

Match: add £175 to Life

Tiguan Allspace - 4701x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Life	42.2	10.3	153	18	£36955
1.5 TSI (150) auto Life	41.2	9.6	156	20	£38580
1.5 TSI (150) auto Elegance	38.8	9.6	166	21	£42060
2.0 TSI (190) auto 4MOT Elegance	34.0	7.7	189	28	£45665
2.0 TSI (245) auto 4MOTION R-Line	32.0	6.2	201	N/A	£49410
2.0 TDI (150) auto Life	49.0	9.8	151	21	£41125
2.0 TDI (150) auto Elegance	46.4	9.8	160	23	£44605
2.0 TDI (193) auto 4MOTION R-Line	41.2	7.8	180	29	£48885

R-Line: add £515 to Elegance

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	126.2	5.9	51	47	£69150
3.0 V6 TSI PHV (462) auto 4MOT R	121.0	5.2	53	49	£80710
3.0 V6 TDI (286) auto 4MOT Black Ed	34.3	6.4	215	45	£70745

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	N/A	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	N/A	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	N/A	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	N/A	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	N/A	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	N/A	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

NO need to panic just yet, but there are only 60 months to go before you'll be banned from buying a brand-new petrol or diesel car. For around 125 years, retailers have happily and legally sold them to motorists. And, in turn, governments of all colours have collectively made trillions out of them thanks to VAT, road fund licences and other money-for-nothing taxes. But from 1 January 2030, it comes to an end.

> **"EV ACRONYMS CAN DO MORE HARM THAN GOOD. THEY OFTEN HINDER RATHER THAN HELP THE ELECTRIC CAR CAUSE, SLOWING DOWN WIDESPREAD ADOPTION"**

This, in the minds of our misguided ruling politicians, is considered progress. Their message to you, dear paying customer, is broadly this: five years from now, you can have any new car you like – as long as it's an electric vehicle.

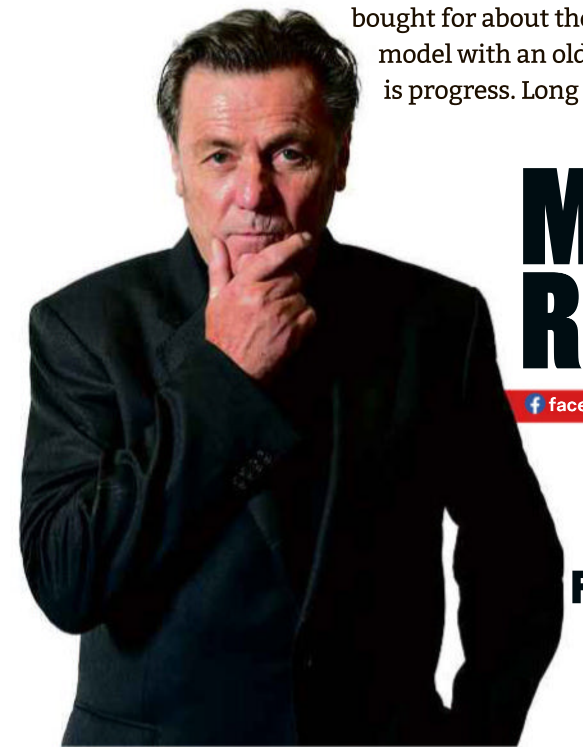
Because this promised new law is a kick in the teeth for those of us passionate about freedom and consumer choice (otherwise known as a right to buy what we want, not what government orders us to buy), I loathe it. The proposed January 2030 cut-off point the current Labour Government insists on is uncompromising, premature and possibly undeliverable. How come? Because the General Election that's guaranteed for 2029 or sooner will almost certainly see the Conservatives and Reform parties (or a coalition of the two) promising to significantly delay the blacklisting of new ICE cars if, er, you'd kindly vote them in a few weeks prior to the would-be ban.

Where we stand today, on the eve of the new-car registration figures for 2024 being formally announced, we can safely say that it was a reasonably good year for sales of cars with fuel tanks. Around 80 per cent of those sold were petrol, diesel or hybrid, with the remaining 20 or so per cent being electric vehicles (EVs), battery-electric vehicles (BEVs), New Energy Vehicles (NEVs)... or whatever else they're called these days.

The awkward, sometimes naff terminology is unhelpful. I've heard a few friends and colleagues speak proudly of their purchased cars that just happen to be powered by electricity. But they never, ever talk of being, or aspiring to be, EV, BEV or NEV drivers.

These initials/acronyms can do more harm than good for potential owners. They often hinder rather than help the electric car cause. They slow down, rather than speed up, the process of widespread adoption. So can we please drop the EV, BEV and NEV talk that so often confuses and frustrates?

The way to think about and sell, buy, drive and enjoy such products is to keep reminding yourself that they're cars that just happen to be powered by state-of-the-art electric motors. And as the superbly priced new Renault 5 perfectly proves, a small, cutting-edge, award-winning, pure-electric car can now be bought for about the same price as a similarly sized rival model with an old-school petrol or diesel lump. Now that is progress. Long may it continue.



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